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AIR FORCE CIVIL ENGINEERING CENTER TYNDALL AFB FLA
REPORT OF GOVERNMENT OPERATIONAL VERIFICATION TEST ON A/S32P-15--ETC(U)
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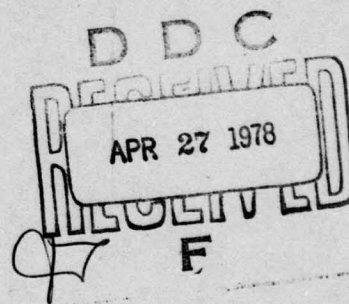


REPORT OF GOVERNMENTAL OPERATIONAL VERIFICATION TEST ON A/S 32 P-15 FIRE FIGHTING TRUCK

DIRECTORATE OF FIRE PROTECTION

FEBRUARY 1978

Final Report: October 1977 - December 1977



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20. ABSTRACT (Continue on reverse side if necessary and identify by block number) The government operational verification test program was conducted from 13 Oct 77 to 19 Dec 77 at Tyndall AFB, FL, using two A/S32P-15 fire trucks furnished by OSHKOSH Truck Corporation. A fifteen man test cadre conducted the test with technical assistance provided by the same contractor. Thirteen tasks, including qualification tests, were performed to evaluate vehicle handling qualities, firefighting system performance, crew comfort provisions, vehicle reliability and maintainability. Vehicle employment concepts in conjunction with other firefighting apparatus were also evaluated. The A/S32P-15 provides		

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Block 20 (Cont) good fire suppression capability for aircraft type fires when using the drive-around firefighting procedures with or without other fire vehicles. A number of malfunctions occurred during the test program; however, only one of those encountered would have prevented the vehicle from responding and applying at least 1200 gallons per minute of agent on the fire. Component part reliability must be improved before the vehicle enters the Air Force inventory. <

PREFACE

This report documents work performed during government operational verification testing of the A/S32P-15 Large Capacity Fire Truck during the period 13 Oct 77 to 19 Dec 77 at Tyndall AFB, Florida. Major Birney T. Pease, AFCEC/DOZ, managed the program for the Center. Senior Master Sergeant Bobby L. Kuykendall, AFCEC/DOZ, and Master Sergeant Monta C. Creech, 305 CES Grissom AFB IN, were the principal test conductors.

This report has been reviewed by the Information Office (AFCEC/OI) and is releasable to the National Technical Information Service (NTIS). At NTIS it will be available to the general public, including foreign nationals.

This technical report has been reviewed and is approved for publication.

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1 REASON FOR TEST: The test was performed to ascertain the operational capability of the vehicle, and to refine the concept of operational employment.

2 DESCRIPTION OF VEHICLE:

2.1 Description of Test Vehicle.

2.1.1 The A/S32P-15 is a diesel powered, air transportable, all weather firefighting truck weighting approximately 130,000 (59 metric tons) pounds fully loaded, and capable of controlling large frame aircraft fires. The vehicle has a forward located closed cab and uses an 8X8 chassis. It is designed to operate over a wide range of surfaces, varying from paved roads to crosscountry terrain, including the ability to traverse poorly cultivated, medium fine sand.

2.1.2 The curb weight of the vehicle contract specifications required not to exceed a single axle load of 36,000 (16 metric tons) pounds and any tandem axle load of 25,000 (11 metric tons) pounds per axle when in the air transportable configuration.

2.1.3 The P-15 truck purchase specifications are:

Length - 542 inches (1376.68 CM)

Width - 120 inches (304.8 CM)

Height - 165 inches (419.1 CM) maximum at curb weight, reducible to 144 (365.76 CM) inches for air transport in C-5 aircraft.

Wheel Base - 304 inches (772.16 CM)

Ground Clearance - 15 inches (38.1 CM) under axle and 26 inches (66.04 CM) under midbody.

2.1.4 The truck will operate at up to 10 mph (16.09 KPH) on dry, level concrete while simultaneously discharging agent at maximum rated capacity through both turrets without interruption.

2.1.5 The P-15 truck will consist of the following major components and will incorporate the following features:

2.1.5.1 Powered by two, 8 cylinder, 430 hp diesel engines, each of which will meet all specified EPA requirements.

2.1.5.2 A power train incorporates two power dividers, each with modulated clutch for simultaneous pump and drive capability, and two torque converters combined with two speed hydraulic actuated transmissions coupled with two hydraulic actuated four speed transmissions with controls for seven speeds forward and two sets of tandem axles, both incorporating driver controlled differential lock outs.

2.1.5.3 Type 304L stainless steel agent tanks with the following minimum capacities:

a. Water - 6000 gallons (22,710L)

b. Foam concentrate - 500 gallons (1892.5L)

2.1.5.4 Two top-mounted (one fore and one aft), 1200 gpm (4542L/Min) turrets and a 100 gpm (378.5L/Min) handline nozzle with 150 feet (45.75M) of hose.

2.1.5.5 Two 1250 gpm (4731.25L/Min) at 250 psi (113.5 KG/SI) water pumps and two 90 gpm (340.65L/Min) at 275 psi (124.85 KG/SI) foam agent pumps. The system configuration permits operational flexibility with either engine capable of providing truck drive and pump capability through one turret at full capacity or both turrets at reduced capacity.

3 DISPOSITION OF TEST VEHICLES: Both test articles were returned to the control of the contractor, OSHKOSH Truck Corporation, at the conclusion of the test program.

4 NARRATIVE: ABSTRACTS, CONCLUSIONS AND RECOMMENDATIONS

4.1 Abstract. The government operational verification test program was conducted from 13 Oct 77 to 19 Dec 77 at Tyndall AFB FL, using two A/S32P-15 fire trucks furnished by OSHKOSH Truck Corporation. A fifteen man test cadre conducted the test with technical assistance provided by the same contractor. Thirteen tasks, including qualification tests, were performed to evaluate vehicle handling qualities, firefighting performance, crew comfort provisions, vehicle reliability and maintainability. Vehicle employment concepts in conjunction with other firefighting apparatus were also evaluated.

4.2 Conclusions. The A/S32-P15 provides good fire suppression capability for aircraft type fires when using the drive-around firefighting procedures with or without other fire vehicles. A number of malfunctions occurred during the test program; however, only one of those encountered would have prevented the vehicle from responding and applying at least 1200 gallons per minute (4542L/Min) of agent on the fire. Component part reliability must be improved before the vehicle enters the Air Force inventory.

4.3 Recommendations.

4.3.1 Technical manuals and data require some revision and additional information to make them complete and more comprehensive. Ref 7.1.1.1

	DESIGN	QUALITY CONTROL	ESSENTIAL	DESIRABLE
4.3.1.1 36A12-8-16-1, Ref Appendix G		X	X	
4.3.1.2 36A2-8-16-2, Ref Appendix H		X	X	
4.3.1.3 36A12-8-16-4, Ref Appendix I		X	X	
4.3.1.4 Instructions, offload from trailer to be included with shipping notices or documents. Reference Appendix J.			X	
4.3.2 Quality, adequacy and serviceability of vehicle and fire-fighting equipment; overall good, but some changes are needed.				
4.3.2.1 Make the frame and mount bracket for the winch at least 50% stronger.	X		X	
4.3.2.2 The battery box frame mount for the winch must be much stronger and change the rivnuts to a threaded frame member or boss.	X		X	
4.3.2.3 The frame rollers for the winch cable must be made to roll easily and should be at least twice the present diameter with concave surfaces.	X		X	
4.3.2.4 Provide storage for the winch in a compartment and include a container with the block, cable loops and other possible attachments.	X			X
4.3.2.5 Power divider oil reservoir must be larger or provided with better air circulation. Ref 7.1.2.2 and 7.1.3.5	X			X
4.3.2.5.1 Power divider output shaft to transmission strength should be increased. Ref 7.1.2.2	X			X
4.3.2.5.2 Increase bearing size on power divider counter shaft. Ref 7.1.2.2	X			X

4.3.2.5.3 Slow the application of the water and foam pump clutches and use larger clutch for water pump. Ref 7.1.2.2

4.3.2.6 Improve the cables in the transmission shift linkage.

Ref 7.1.2.4

4.3.2.6.1 Anchor the top end of transmission fill tubes. Ref

7.1.2.4

4.3.2.7 Redesign wheel hubs to better hold the grease seals and retainers. Ref 7.1.2.4

4.3.2.8 Redesign both front axle torque rod anchor brackets to increase strength. Ref 7.1.2.4

4.3.2.9 Allow more clearance for foam tank cover. Ref 7.1.2.8

4.3.2.9.1 Improve foam tank cover safety chains and anchors.

Ref 7.1.2.8

4.3.2.10 Improve welds on compartment door frames and fender steps. Ref 7.1.2.8

4.3.2.11 Improve handrail mounts and change from rivnuts. Ref

7.1.2.8 and Appendix B

4.3.2.12 Reduce size of wiring bundle through rear turret column. Ref 7.1.2.9.1

4.3.2.13 Relocate rear engine connector panel to some higher point. Ref 7.1.9.2

4.3.2.14 Replace the gummed wire and hose number strips with something more permanent. Ref 7.1.2.9.3

DESIGN	QUALITY CONTROL	ESSENTIAL	DESIRABLE
X			X
X		X	
X		X	
X		X	
X		X	
X		X	
X		X	
	X	X	
X		X	
X		X	
X		X	
X			X

	DESIGN	QUALITY CONTROL	ESSENTIAL	DESIRABLE
4.3.2.15 Route tachometer wires outside of bundles and eliminate connectors. Ref 7.1.2.9.4	X		X	
4.3.2.16 Make sure wires are long enough to reduce tension on them. Ref 7.1.2.9.5	X		X	
4.3.2.17 Correct the tendency for one voltmeter not to work when both engines are running. Ref 7.1.2.9.7	X		X	
4.3.2.18 Change speedometer drive to output shaft.	X			X
4.3.2.19 Increase the size of main air tanks. Ref 7.1.3.2. and Appendix B	X		X	
4.3.2.19.1 Reverse the rear air tank; drain to rear. Ref 7.1.4.4		X		X
4.3.2.20 Relocate front turret foam valve and air cylinder to side or front of the pipe. Ref 7.1.2.11.1	X		X	
4.3.2.21 Insure that handles are correctly installed on all valves. Ref 7.1.4.4		X	X	
4.3.2.22 Insure that clevice pins and/or other brackets do not block any travel of valve linkages. Ref 7.1.2.12		X	X	
4.3.2.23 Hang handline nozzle to prevent kinking of hose. Ref 7.1.2.11	X			-X
4.3.2.24 Redesign foam tank shutoff valve handle. Ref 7.1.2.11	X		X	
4.3.2.24.1 Insure that foam shutoff valve will completely close and hold liquid. Ref 7.1.2.11		X	X	
4.3.2.25 Redesign water tank shutoff valve handle. Ref 7.1.2.11	X		X	

	DESIGN	QUALITY CONTROL	ESSENTIAL	DESIRABLE
4.3.2.26 Provide access to agent system pressure pilot control valve for maintenance. Ref 7.1.2.11.2	X			X
4.3.2.27 Provide for more clearance between the 6 inch (15.24CM) water pipe to the rear turret and body framing. Ref 7.1.2.11.5	X		X	
4.3.2.28 Extend the water pump drain control handle to outside of panel. Ref 7.1.2.11.6	X			X
4.3.2.29 Improve top foam tank fill cutting blades. Ref 7.1.2.11	X		X	
4.3.2.30 Design turret rotation stops with adjustment range adequate to stop them short of pointing to other turret and bumpers inside that will not puncture the pistons. Ref 7.1.2.12 and Appendix B	X		X	
4.3.2.31 Remove electric turret hydraulic pumps and intergrate with steering. Ref 7.1.2.12	X		X	
4.3.2.32 Eliminate turret cage pivots and cage gate. Ref 7.1.2.12 and Appendix B	X		X	
4.3.2.33 Switch positions of communication and interrupt buttons. Ref 7.1.2.12	X		X	
4.3.2.34 Redesign turret control handle mounting bracket. Ref 7.1.2.12		X		X
4.3.2.35 Remove excess gauges from turret panels. Ref 7.1.2.12	X		X	
4.3.2.36 Install turret elevation angle indicator. Ref 7.1.2.12.1	X			X

	DESIGN	QUALITY CONTROL	ESSENTIAL	DESIRABLE
4.3.2.37 Install hanger for helmet on the turret cage. Ref 7.1.2.12.2	X			X
4.3.2.38 Install a level indicator or dipstick on winterization tank. Ref 7.1.2.13	X		X	
4.3.2.39 Provide hangers for harness to winterization pump relays. Ref 7.1.2.13	X			X
4.3.2.40 Provide labels at all valves, particularly drains. Ref 7.1.2.15		X	X	
4.3.2.41 Redesign battery compartment door to open completely and the tray to pull out far enough to service all battery cells. Ref 7.1.2.15	X		X	
4.3.2.42 Replace the screw for the turret transport lock latching bar pivot with a clevis pin. Ref 7.1.2.16	X		X	
4.3.2.43 Install check valve between foam valve and proportioner for handline.	X		X	
4.3.2.44 Install a less slippery top deck grating. Ref Appendix B	X		X	
4.3.2.45 Remove the two small rear kick steps.	X			X
4.3.2.46 Lengthen cab seat belts six to eight inches (15.24CM to 20.32CM). Ref Appendix B	X		X	
4.3.2.47 Insure that windshields are well sealed.		X	X	
4.3.2.48 Position right side rear view mirror so crew will not block driver's use of it. Ref Appendix B	X		X	

	DESIGN	QUALITY CONTROL	ESSENTIAL	DESIRABLE
4.3.2.49 Install guards over engine cooling fans. Ref Appendix B	X		X	
4.3.2.50 Install right cab door grab handle at an angle somewhat off vertical for natural hand grip of person climbing the steps. Ref Appendix B	X		X	
4.3.2.51 Install guards over finned tube heaters where operation of any controls could cause cuts. Ref Appendix B	X		X	
4.3.2.52 Install a modulating clutch control valve that is less sensitive with a wider operating range.	X			X
4.3.2.53 Transport position of rear turret is pointing to rear due to rotation stops. Retain this position.	X		X	
4.3.3 Vehicle steering and suspension requires improvement.				
4.3.3.1 Correct tendency for left front to sag. Ref 7.1.3.4	X			X
4.3.3.2 Insure no defective ball studs in steering linkage. Ref 7.1.3.3		X	X	
4.3.3.3 Increase length of rear steering hydraulic return hose.	X		X	
4.3.3.4 Use unthreaded shank bolts in frame and cross members. Ref 7.1.3.8		X	X	
4.3.3.5 Increase strength of snubbing cables at four corner of each bogie assembly. Ref 4.3.3.4	X		X	
4.3.4 Leakage of agent system.				
4.3.4.1 Redesign water pump and foam pump packings. Ref 7.1.4.1	X		X	

4.3.4.2. Redesign foam tank door to prevent spillage in rough terrain. Ref 7.1.4.2

4.3.4.3 Redesign water tank vents to reduce spillage.

4.3.5 Storage, removal and connection of firefighting hoses and equipment.

4.3.5. Install two 9 lb (4.086 KG) Halon fire extinguishers. Ref 7.1.6.2

4.3.5.2 Relabel ladder compartment to storage compartment and install a floor and back wall. Ref 7.1.6.3 and Appendix B, Item 6

4.3.5.3 Change 4½ inch (11.43CM) water tank fill connection from female to male. Ref 7.1.16.3

4.3.6 Develop capability to suppress fires under various conditions, with either or both engines and with other vehicles.

4.3.6.1 Remove handline assembly. Ref 7.1.7.5

4.3.7 Storage and operation

4.3.7.1 Seal turret panel gauges to prevent condensation and water inside them. Ref 7.1.9.3

4.3.8 Compatibility of base facilities.

4.3.8.1 Combine indoor facilities for parking and maintenance Ref 7.1.11.1

4.3.8.2 At each base evaluate capacity of streets and overhead obstructions. Ref 7.1.11.2

DESIGN	QUALITY CONTROL	ESSENTIAL	DESIRABLE
X			X
X			X
X			X
X			X
X			X
X		X	
X		X	
X		X	

4.3.9 Lighting, controls, gauges, instruments, day/night operation.

4.3.9.1 Reduce glare of high beam indicator light. Ref 7.1.14.1 and Appendix B

4.3.9.2 Install two wide beam auxiliary lights on each side of vehicle. Ref 7.1.14.1 and Appendix B

4.3.9.3 Install guards over drive line disengage controls. Ref 7.1.14.2

4.3.9.3.1 Move park brake control to the shift tower panel. Ref 7.1.14.2 and Appendix B

4.3.9.4 Replace agent tank level gauges with indicator lights. Ref 7.1.14.3

4.3.9.4.1 Replace transmission temperature gauges with easier to read and lower range gauges. Ref 7.1.14.3

4.3.9.5 Limit gauges on turret panel to pressure and agent level

gauges or lights. Ref 7.1.14.4

4.3.9.6 Provide foam pressure port for test gauge.

4.3.9.7 Install guards over turret panel pump engagement switches. Ref Appendix B

4.3.10 Interphone communications, crash net interface during all phases of operation.

4.3.10.1 Foot switch for driver to cut out intercom and switch on crash net system. Ref 7.1.15.1

DESIGN	QUALITY CONTROL	ESSENTIAL	DESIRABLE
X		X	
X			X
X	X		
X		X	
X		X	
X			X
X		X	
X			X
X		X	
X			
X		X	

4.3.10.2 Adequate suppression and quality connectors in radio system to reduce static to minimum. Ref 7.1.15.2

4.3.10.2.1 Suppress intercom system to eliminate high pitch gain during radio transmission. Ref 7.1.15.3

4.3.10.3 Install a power pack for communication system to provide reduction of 24 VDC to 12 VDC and wide amperage selection range. Ref 7.1.15.4

4.3.10.4 Provide headsets compatible with the firefighting hood. Ref 7.1.15.5

4.3.11 Access and times for servicing, reservicing of fuel, lubricants and agent system, winterized and nonwinterized vehicles require the following:

4.3.11.1 Vent fuel tank to outside. Ref 7.1.16.1 and Appendix B

4.3.11.2 Provide handle to operate fuel tank drain. Ref 7.1.16.2

4.3.11.3 Seal fuel tank compartment floor drain. (Keep fuel out of insulation.)

4.3.12 Skill level for operator no less than "5" level. Ref 7.1.17

4.3.13 Skill level for mechanics, no less than "5" level. Ref 7.1.18

DESIGN	QUALITY CONTROL	ESSENTIAL	DESIRABLE
X		X	
X		X	
X			X
X		X	
X		X	
X			X
X		X	
		X	
		X	

4.3.14 Daily operations checklist as per Appendix D

4.3.15 Towing/extraction no less than 5/8 (1.60CM) improved plow steel cable.

Ref 7.1.20.2

DESIGN	QUALITY CONTROL	ESSENTIAL	DESIRABLE
			X
X			X

5 TEST APPARATUS: No special apparatus was used for this program.

Standard items such as stop watches and refractometers were used.

Appendix C contains maps of the test area at Tyndall AFB, Florida.

6. TEST PROCEDURES: Thirteen tasks were performed for the test program by a 15-man cadre. (See Appendix A) Two vehicles, first article number 2, winterized version, and first article number 3, non-winterized version, were evaluated. All tasks were not performed by each vehicle. The tasks were:

- a. Task 1 - Acceptance and Preliminary Operations*
- b. Task 2 - Daily Checkout*
- c. Task 3 - Vehicle Storage
- d. Task 4 - Ingress and Egress Test
- e. Task 5 - 100 Mile (160.9KM) Road Test*
- f. Task 6 - Cross-Country Test*
- g. Task 7 - Turret and Handline Systems Test
- h. Task 8 - Foam and Pumping Test
- i. Task 9 - Firefighting Test*
- j. Task 10 - Towing Test
- k. Task 11 - Air Transportability Demonstration

1. Task 12 - Reliability Testing*

m. Task 13 - Maintainability Testing*

*Indicates task performed by both vehicles.

For a full description of procedure, see A/S32P-15 Test Plan and Task Procedures. See Appendix C for maps of the test area.

7 RESULTS OF TESTS:

7.1 Twenty specific objectives were achieved during the test program.

The following statements summarize the attainment of each objective.

7.1.1 Tech Manuals and Data. The technical orders applying to the vehicle are:

36A12-8-16-1, Operation and Operator Maintenance

36A12-8-16-2, Maintenance/Overhaul Instructions

36A12-8-16-4, Illustrated Parts Breakdown.

All three of these were preliminary copies provided to the test cadre, and were deficient in many areas. Corrections, additions, and deletions were made to Technical Order 36A12-8-16-1 with corrected copies being given to the OSHKOSH Truck Corp, ASD/AEGA, and WRALC/MMIRAB. Several mistakes and omissions in the 36A12-8-16-2 manual have been found during maintainability testing and review of other procedures. Recommended additions and corrections were forwarded to ASD/AEGA. The 36A12-8-16-4 manual was basically complete, but many changes are occurring due to changes to the vehicle components as they are identified. Some mistakes and omissions were found and corrections forwarded to ASD/AEGA.

7.1.1.2 In addition to the existing gear and speed selection recommendations in the dash one Tech Order, a special caution should be entered

which reads, "down shifting of transmission at excessive speeds may result in serious damage to the drive trains".

7.1.1.3 A procedure must be established and included in the 36A12-8-16-1 to check for flow of pumps and turret outputs. This procedure must be usable at field level.

7.1.2 Quality, adequacy of installation, adjustment of vehicle systems.

7.1.2.1 Engines, 92 series V8 Detroit Diesel, have proven reliable and provide adequate power to operate the truck and all systems.

7.1.2.2 Power divider (engine power takeoff). One countershaft bearing failed, causing damage to the housing which required replacement of the total assembly. It is doubtful whether the oil reservoir is large enough or whether the air flow around it is good enough for adequate cooling. The water and foam pump clutches are engaged suddenly, thereby inducing severe shock loads when starting the pumps. The relative shock tends to increase as the units get older because engine speeds tend to increase before engagement of the clutches.

7.1.2.3 The auxiliary transmission, 2-speed with a torque converter hydraulically controlled by Solenoid operated valves. This has proven reliable, except for one minor problem with a sticking valve on a chilly morning. This cleared up as the operating temperature was reached.

7.1.2.4 Main Transmission, 4-speed with reverse hydraulically controlled by cable and linkage operating the shift valves. The transmission has proven reliable. The only problems have been with the interconnecting shift linkage which has required three adjustments in six weeks to keep it synchroized. Fill tubes need to be redesigned to anchor them at

the top. They are so long that they can break due to vibration. Axles and drive shafts are adequate in size and strength. The tires and wheels provide excellent flotation and traction. Minor problems were experienced with three wheel seals working out of their sockets. The seal retainers should be redesigned to provide a tighter fit. A major problem was a bent frame bracket that anchored a front axle torque rod. Recommendation was made to design a stronger bracket for both of the front axle torque rods.

7.1.2.5 The suspension system has developed no serious problems. A minor problem to consider is a sagging left front spring on one vehicle. The heavy suspension springs and four axles arranged in two bogies causes the vehicle to bounce as speed increases from 28 to 38 mph (45.05KPH to 61.14KPH). Above 38 mph (61.14KPH), the bounce tends to subside. Flat spots on tires may contribute to the bounce.

7.1.2.6 The steering system has proven excellent and stable in operation. However, a serious potential safety hazard was discovered on one vehicle during testing. The threaded ends of both ball studs in the axle steering arms developed fatigue cracks and broke off when the nuts were being removed. One drag link ball stud was examined for cracks with no defects found. Possibilities and contributing factors are: defective studs, over torquing the nuts, or both. Recommendations were made to the OSHKOSH Truck Corp to evaluate this failure and take necessary action to make sure these studs will not break. The return hose to the rear reservoir is about 10 inches (25.4CM) too short. The constant tension produced can part the connections and break reservoir mountings.

7.1.2.7 Brake systems, both service and parking, have proven adequate. No problems developed.

7.1.2.8 The cab and overall body developed no serious problems. Minor faults are: foam tank cover too close to catwalk, binding heavy enough to make it difficult to open and close the cover; the safety chain and anchors for the cover are much too small. They break easily, allowing the cover to fall back, causing personnel to lose their balance. Welds are developing cracks at door frames and the steps on the fenders. Foam tank handrail needs better securing. Handrail pulled off rivnuts.

7.1.2.9 The extensive and complex electric system will require highly trained personnel to maintain it. The system developed no serious problems during testing. Minor problems were encountered as follows:

7.1.2.9.1 Bundle too large and tight through the rear turret columns, causing wires to break.

7.1.2.9.2 Rear engine connector panel located too low on frame, making access very difficult. It is subject to oil and foam leaks, dirt, and corrosion.

7.1.2.9.3 Marking numbers are on gummed tape, allowing them to fall off too easily.

7.1.2.9.4 Tachometer wires, in the harnesses and through connectors. malfunction quite often due to any small corrosion and force fields of current flow through nearby wires.

7.1.2.9.5 Some wires too short or poorly routed, causing them to be under constant tension. Examples:

- (1) Positive battery cable to rear engine starter.

(2) Wire to front transmission temperature sending unit.

(3) Some of the wires to the rear engine units.

7.1.2.9.6 One engagement relay failed; new one installed. No further problem of foam and water engagement relays.

7.1.2.9.7 Generator isolator and voltmeters problems exist. Example: when both engines are operating, one voltmeter will fail to function.

7.1.2.10 Air system is quite complex and extensive and requires highly trained personnel to service and maintain it. Almost all of the system is composed of nylon tube. The system has developed no serious problems. Minor problems encountered as follows:

(1) A cracked weld on drain boss of quick buildup tank.

(2) Alcohol injector collects moisture when not serviced with alcohol.

(3) Volume used when applying the brakes drops pressure up to 15 psi (6.81 KG/SI) on only one application. This indicates the reservoir volume may be inadequate.

7.1.2.11 Agent dispensing system is well arranged over all and is somewhat complex. Experienced personnel will be required to properly maintain it. Problems encountered as follows:

a. Foam valve to the front turret proportioner very difficult to reach for repair or adjustment.

b. Two foam valves not closing fully. Handles not correctly installed on ball shaft.

c. One flush valve not closing fully. Cotter pin left out of clevis pin, allowing it to protrude and catch on bracket stopping the travel shot. Cylinder linkage adjusted too short.

d. Rear foam bypass valve not fully closing during flush. The bypass valve handle was bumping the foam pump valve bracket. Sawed off corner of the bracket to allow full travel of the bypass valve handle.

e. Handline nozzle poorly stored, causing a severe kink in the hose when on its hangers.

f. Foam tank and water tank shutoff valves are butterfly type and tend not to shut off completely. Some leakage during maintenance on the water system can be tolerated, but not on foam system.

h. The cutting blades in the foam tank top fill were found to bend and become useless.

i. Foam tank shutoff difficult due to access problems. Installation of a longer valve handle and removal of the handle extension would eliminate this. One water tank shutoff valve was installed upside down.

j. Access to pilot valve and winterization relays is difficult for maintenance purposes. Removable panels need to be installed in this area.

k. Dilution of the foam system can occur if the dispensing system is used and flushed several successive short periods because of the amount of water left in the foam return piping after flushing.

l. Dilution of the foam system could occur if the flush system is activated while the agent discharge system is in operation.

m. Dispensing system. Six inch (15.24CM) water pipe from pump to rear turret flexible coupling pulled too hard against body frame work when the coupling is adjusted to proper length. This could cause welds to fail prematurely because of the constant stress.

n. Water pump drain linkage needs an extension of the rod and handle through the control panel for access and leverage. Existing location makes this procedure difficult.

7.1.2.12 Turrets are adequate and dispense water and foam very well.

Suggested changes and problems are listed below:

a. Rotation stops had to be installed as spacers because the turrets could spray each other. The manufacturer installed new adjustable stops which are not satisfactory. They do not have enough range and tend to leak hydraulic fluid.

b. Electric driven pump for turret movement depends too much on batteries. This could be changed to operate with the steering hydraulic system. The reservoir is too small and difficult to check and service.

c. Cages for turret operators are mounted on a weak pivot point allowing movement to pound the operator. Recommend the swivel point be eliminated by making this a solid mount and elimination of the cage entrance gate. The front of the cage should be widened by 4 inches (10.6CM) on each side of the turret to permit front entry. The weakness in construction may be eliminated when the slack is removed from the cage.

(See Appendix B)

d. Safety belts are anchored to the cage which would allow the operator and cage to fall if the cage mount did break. The belts should be anchored to the turret assembly and be strong enough to support cage and operators.

e. Interrupt and interphone buttons need positions exchanged to avoid cross handed operation for other turret controls.

f. Engine gauges should be removed from rear turret panel because they are not actually needed there and will reduce size of bundle through the mounting. This will reduce the tendency of the wires and hoses in the bundle to break. Retain the water pressure gauge only on the turrets.

g. There is a tendency for the control handle support bracket mounting screws to work loose. There are three screws and one of them is very difficult to reach. Better means to keep them tight may be necessary. The bracket also breaks and must be redesigned.

h. Handline is very difficult to pull out and to rewind. Main problem is when about half the hose is out, it tends to keep the reel brake applied. Needs to be redesigned.

7.1.2.12.1 Recommend an indicator be installed on each turret that will give the operator an approximate reading on the angle of elevation of the turret from the horizontal position. The indicator should read from minus 30 degrees to 60 degrees with respect to the horizontal plane.

7.1.2.12.2 A hangar is needed to secure the firefighting hood in the exterior rail of the turret cage.

7.1.2.13 Winterization systems look well enough arranged, but some problems are as follows:

a. Reservoir location makes it difficult to determine correct fluid level.

b. Wires may work loose on control relays, and harness leading to them needs to be better supported.

7.1.2.14 All drain valves require labelling to insure all necessary areas are drained, especially during cold weather operations.

7.1.2.15 The design of the battery trays and compartment makes it practically impossible to completely check and service the batteries.

7.1.2.16 Pivot screw on the roof turret locking bar is too small and breaks easily. Use of a clevis washer and stainless steel pin would eliminate this.

7.1.3 Adequacy of brakes, steering suspension system and drive trains.

7.1.3.1 The performance of the braking systems, steering system, suspension components and drive train components was satisfactory even though failures of several systems occurred. Consideration must be given to the fact that the vehicle suffering the highest number of failures was the number two vehicle manufactured and has undergone extensive testing at the factory at Eglin AFB, and while assigned to Tyndall. The number three vehicle suffered much less in these areas.

7.1.3.2 Brakes are adequate and stop the vehicle quickly and smoothly, but sixteen diaphragm chambers tend to deplete the air reservoirs rather quickly. Larger air tanks may be required.

7.1.3.3 Steering is smooth and powerful. Two axle steering arm ball studs cracked at base of threads. Investigation found that the annealing process of the threaded end was omitted, allowing the hardened end to crack when tightening torque was applied. Defective ball studs were identified by the manufacturer and disposed of. No further problems are expected.

7.1.3.4 Suspension system seems well designed. One left front spring sagged slightly and bogie corner snubbing cables were too light, and should be replaced by chains.

7.1.3.5 Drive train from engine through axles excellent overall. Main problems are the power dividers. Reference para 7.1.2.2. This system may be inadequate for the P-15, especially for operation on one engine. It does have failures on the P-4 and the P-15 is much heavier. One engine operation must be held to the absolute minimum. Transmission interconnecting shift cable is very difficult to keep adjusted and tends to stretch and bunch up in the housing. This should be evaluated and redesigned.

7.1.3.6 Rear engine steering return hose and battery cable too short.

7.1.3.7 Rear engine connector panel on bottom of frame subject to deterioration caused by leaks of foam, water, oil, etc.

7.1.3.8 The bolts holding crossmembers to frame are completely threaded and have a tendency to compress and become loose. Unthreaded shank bolts would correct this problem.

7.1.4 Agent System Leakage

7.1.4.1 Agent system leakage has been limited to pump packing, both water and foam. Frequent adjustment has not been able to prevent this problem. Some transfer of water to foam tank due to faulty installation of valves.

7.1.4.2 Foam occasionally spilled from the top foam fill area during rough terrain operation.

7.1.4.3 When the vehicle reaches the field and the acceptance tests are performed, maintenance personnel should remove the relief valve pilot handle to insure accidental changes in pressure do not occur. Also safety wire the On-Off handle to the On position.

7.1.4.4 Access to the rear air tank drain valve is difficult. Mounting the air tank with the valve facing the rear of the vehicle would eliminate this problem.

7.1.5 Ingress and Egress

7.1.5.1 No problems were encountered with egress and ingress. Personnel wearing full protective clothing exited doors and windows with ease. Access to turret stations during day and night operations was satisfactory, with sufficient lighting to insure safety. Transport to and from fire scenes riding cab and turret stations was evaluated with no problems encountered. The height of doors will determine whether the crew will mount before station departure or after the vehicle pulls out.

7.1.6 Auxiliary Equipment Storage

7.1.6.1 The space provided is sufficient for the auxiliary equipment. The vehicle is designed for firefighting and would not normally be committed to other assignments; therefore, serious consideration should be given before placing non-essential auxiliary equipment. The auxiliary equipment listing, with the exception of the contractor furnished items, is normally available at operational locations. See Appendix E.

7.1.6.2 The two 9 lb (4.086KG) Halon extinguishers mounted in the vehicle (Appendix E) are for use in vehicle fires on the P-15.

7.1.6.3 Because a ladder is not to be placed on the vehicle, the compartment now designated as such must be changed to read, "storage compartment".

7.1.7 Firefighting

7.1.7.2 Under dual engine, dual pump configuration, the P-15 was highly effective in suppressing fires in short periods of time. Tests were performed on paved surfaces and in sandy, muddy terrain. The terrain features caused little or no degradation to the firefighting system or vehicle maneuverability.

7.1.7.3 The only difference between single engine, single pump and dual engine, dual pump operation was agent delivery being reduced to fifty percent and speed being less. These were expected and the amount of agent meets requirements.

7.1.7.4 While operating in conjunction with other firefighting equipment, no difficulties were experienced during the drive-around operation.

7.1.7.5 The handline was found to be of little value during firefighting operations. A study should be performed to determine the savings that would result from deleting the handline. The requirement for a handline should be revalidated. See Appendix F for Operational Employment. The handline nozzle proved to be unreliable due to malfunctions and by difficulties experienced on stream selection. Recommend a non-aspirating nozzle capable of producing a full fog pattern be utilized.

7.1.8 Foam Properties

7.1.8.1 The vehicle met or exceeded the requirements of discharging water and a proportioned solution of water/AFFF.

7.1.8.2 Foam expansion was 8.8 to 1 for the front turret with the 25% drain out time occurring at 7 minutes with a 6% concentration. Rear turret had 10.8 to 1 expansion, 25% drain out time occurring at 5 minutes, 15 seconds with a 6% concentration.

7.1.8.3 Firefighting and pumping operations were conducted under various field conditions and vehicle configurations. Turret operators were able to deliver agent to fires or targets regardless of terrain features.

7.1.9 Vehicle Storage

7.1.9.1 The vehicle's ability to operate under various environmental conditions was evaluated and proved satisfactory; however, a large facility is required for vehicle storage.

7.1.9.2 Both vehicles were stored outdoors during the entire testing period, except while undergoing maintenance. Temperatures ranges during the test period were between 31 degrees fahrenheit (-1C) and 85 degrees fahrenheit (29C). These variations had no effect on the vehicle's operations.

7.1.9.3 Several gauges accumulated moisture during the test period. This did not impair their initial operation, but it would probably cause a problem over a period of time.

7.1.9.4 Minimum stall dimensions for safety should be: Door 19 feet (5.80M) high, 14 feet (4.27M) wide, stall inside, 20 feet (6.1M) wide 55 feet long (16.775M).

7.1.10 Maintenance Under Actual Base Conditions.

7.1.10.1 No unusual problems performing service and repair under base conditions. The vehicle does not require special tools not found in tables of allowances. Due to size of components, the following items of equipment must be made available:

- a. Wheel dolly large enough to handle a wheel and tire assembly six feet (1.83M) in diameter, weight about 1200 pounds (544.8KG).

b. A one inch (26MM) square drive impact wrench or a heavy manual wheel

lug wrench with 36 inch (91.44CM) handle.

c. A tire bead breaker of adequate size or a portable hydraulic one designed for the tire and wheel, unless contract services are used.

7.1.11 Compatibility of Base Facilities.

7.1.11.1 Very few bases have vehicle maintenance facilities large enough to accept this vehicle. To allow for overall repair work inside a building, about 15 feet (4.575M) clearance is needed all around the vehicle and 20 feet (6.1M) of clearance above it. Vehicle dimensions about 45 feet (13.725M) long, 10 feet (3.05M) wide and 14 feet (4.27M) high. The necessity for various lifting devices for the engines, gear boxes, wheels, axles, etc. dictates a need for space to clear vehicle and building and insure safety while moving them. This is especially true for the northern bases.

7.1.11.2 No problems were encountered with pavements on the airfield or streets damaged by the P-15.

7.1.12 Vehicle Reliability

7.1.12.1 Vehicle reliability was below expectations as evidenced by numerous minor failures and several major problems. Maintainability is satisfactory. Special purpose vehicle mechanics, well trained in trouble shooting, and interpreting schematics, should have no problems with maintenance.

7.1.12.2 Between the two assigned vehicles, 9 class 1 failures occurred; three class 2; eight class 3; nine class 4; and 120 class 5. The areas of major concern were the down time during failures of the power divider,

transmission shift linkage, rear wheel seals, twisted cross member which resulted in steering failure, broken turret support, and broken rear universal joint and shaft coupling.

7.1.12.3 If the corrections and improvements are made as listed in this report and the Aberdeen test report, the reliability of the vehicle should meet expectations.

7.1.13 Air Transportability

7.1.13.1 Preparation for air transportability can be accomplished according to the technical order. No special skills are required for disassembly or assembly. Disassembly for transport requires only 28 minutes and reconfiguration 22 minutes. By strapping the turret cages to the lower roof deck, all items of equipment will reach the destination together. If the vehicle is parked near a water source while being reconfigured for operations, simultaneous servicing of the vehicle can be performed.

7.1.14 Lighting, controls, gauges, instruments, day and night operations.

7.1.14.1 Some lighting changes needed are a frosted high beam indicator light to eliminate glare, and two wide lights should be installed on each side of the vehicle for illumination during night operations.

7.1.14.2 Shields should be mounted over the drive disengage controls to eliminate the possibility of accidental disengagement. Parking brake valves should be moved to the shift tower.

7.1.14.3 Agent level gauges are inaccurate and engine gauges at rear turret position need to be eliminated, also transmission temperature gauges are difficult to read.

7.1.14.4 The following gauges are required at both turret stations.

- a. Tank levels to be shown by lights indicating 1/4, 1/2, 3/4, and full levels.
- b. Firefighting system pressure - this gauge must be illuminated.

7.1.15 Communications

7.1.15.1 The crew interphone communications need improvements and after an in-depth study of inter-facing this system with the crash radio net, it was decided that the driver will relay all pertinent information to the crew chief, leaving him free to concentrate on firefighting. The following recommendations are made.

- a. Turret operators who receive and transmit on intercom should be provided capability for hot mike and push-to-talk.
- b. Drivers who receive and transmit on intercom, crash net radio, and transmit on PA should:

- (1) Wire crash net radio to PA speakers.
 - (2) Transmit through lip mike for crash net, intercom and PA.
 - (3) Receive intercom through ear receiver.
 - (4) Receive crash net through cab mounted speaker. Supply crash net speaker for cab.
 - (5) Be provided a capability for hot mike and push-to-talk.
- The driver should have a floor mounted, foot operated push-to-talk capability for the crash net.

c. Provide standard sirens.

d. Constraints:

- (1) Driver needs hot mike for intercom.
- (2) Driver does not need hot mike for crash net - push-to-talk.

7.1.15.2 On vehicle 2, excessive amounts of static on the intercom system caused some communication problems. A higher factory quality control could eliminate this.

7.1.15.3 Crash radio transmissions in vehicle 3 created a high frequency pitch in the intercom not found in vehicle 2.

7.1.15.4 Problems exist in power supplied for the radio. A factory installed power pack should provide a wide range of amperage draw, reducing 24V DC to 12-14V DC.

7.1.15.5 The head sets are not compatible with the existing firefighting hood. Because of the bulky size the hood cannot be worn during firefighting operations.

7.1.16 Servicing

7.1.16.1 Servicing of various systems was evaluated with two minor problems encountered:

a. Vehicle fuel tank should be vented to the outside to prevent fuel overflow in the compartment. This has been included in the recommended corrective actions.

b. The location of the filter cap for the winterization system makes visual check difficult. This was identified in recommended corrective actions.

7.1.16.2 Daily draining of the fuel tank is required and the access to the drain valve needs improvement. An extension rod attached to the petcock drain would suffice.

7.1.16.3 The 4½ inch (11.43CM) intakes must be changed to male ends and to prevent kinking the hose. It should be angled downward at 30 degrees.

7.1.17 Firefighter Skill Level Required

7.1.17.1 At least a five skill level, 57150, will be required to operate the three vehicle crew positions. Recommend only qualified firefighters be assigned to the three vehicle crew positions as listed below.

Crew Chief - SSgt - 57150

Driver - SSgt - 57150

Turret Operator - Sgt - 51750

7.1.18 Mechanic Skill Level Requirements

7.1.18.1 At least "5" level skill is required; AFSC 47251A, or greater.

Prerequisites: Extensive experience in crash fire truck maintenance; ability to read and understand system schematics; skill in detecting operating malfunctions and analyzing causes and effects.

7.1.18.2 The systems on the vehicle are extensive and complicated.

There are two of most of them, such as engines; power dividers; auxiliary transmissions; main transmission; steering; water pumps and foam pumps. The mechanic must be able to trouble shoot these systems separately and together, make quality repairs, and keep them synchronized and working equally. The electric, air, and hydraulic systems are extensive and complicated. He must be able to trouble shoot and repair them without guessing (trial and error), and check and test each circuit and component as necessary to make sure other possible causes of the failures are found and corrected.

7.1.19 A daily operator's guide was accomplished and will be included in Appendix D of the report.

7.1.20 Extraction and Towing

7.1.20.1 An evaluation of extraction procedures could not be made because the vehicle could not be stuck without driving it into swamp-land. In one instance, a trench 29 inches (73.66CM) in dept was dug and the vehicle showed no hesitation in moving through this terrain.

7.1.20.2 Towing was performed on a semi-improved road. The tow vehicle was a TD-20 bulldozer, using low range. Size of cable was a 5/8 (1.60CM) improved plow steel cable, 33,400 lbs (15 metric tons) capacity. The tech order states the rear muffler must be removed for tow. This however, was found to be unnecessary. Steering was no problem with one engine running to provide hydraulic pressure. No problems were experienced in towing the vehicle with the TD-20.

8 Test Data

8.1 Ingress to the turret stations with protective clothing and response requires 45 seconds, and 30 seconds without protective clothing.

8.1.1 Road testing of the two vehicles covered 264 miles (424.78KM). Average stopping distances with 100% load was 71 feet (21.655M) with 75% load 66 feet (20.13M). Panic stops require 41 feet (12.505M) with 100% load and 36 feet (10.98M) with 75% load. One-hundred and eighty degree turns can be made in 120 feet (36.6M) with no stops and in 47 feet (14.335M) with one backing operation. During single engine operation the air system loses 15 lbs (6.81KG) of air pressure then tends to hold steady.

8.1.2 Cross-country operations covered 209 miles (336.281KM) of rough terrain. Safe speed capability is 15 MPH (24.135KPH) during single engine operation. Normal stops average 88 feet (26.84M) at 20 MPH (32.18KPH) and 33 feet (10.065M) for full panic stops.

8.1.3 A total of 73 fires were fought each being 2,500 square feet (232.25M2) in area. 16,500 gallons (62,452.5L) of JP-4 was consumed. Two thousand, eight hundred and fifty gallons (10,787,25L) of foam were used in fighting the fires and a minimum of 17,000 gallons (64,345.0L) of water. Winds varied from calm to 24 kts with temperatures being from 31 degrees to 85 degrees fahrenheit (0C to 30C). Average time of extinguishment per fire was 20 seconds. Fires were fought using dual and single turret operation and dual and single operation.

8.1.4 Turret outputs were as follows: rear turret on 1200 GPM (4542L/MIN) mode was 1450 GPM (5488.25L/MIN), 600 GPM (2271L/MIN) mode was 625 GPM (2365.625L/MIN). Front turret on 1200 GPM (4542L/MIN) mode was 1300 GPM (5000 Liters), and on 600 GPM (2200 Liters) mode is 625 GPM (2300 Liters). Handline discharge was 92 GPM (348.22L/MIN). Distance of turret discharge is 195 feet (59.475M) at a 60 degree angle.

8.1.5 Foam output results on the front turret were 8.8 to 1 expansion ration, with a 7 minute and 15 second drain down time and a 6% concentration. Rear turret has a 10.8 and 1 expansion ratio with a 5 minute, 15 second drain down time and a 6% concentration. Reservicing of the vehicle requires 5 minutes, using a 4½ inch (11.43CM) hose.

8.1.6 Maintainability was determined by repair of malfunctions as they occurred and by removal and replacement of selected major assemblies, namely:

Rear Engine

Rear Toque Converter

Front Water Pump Transmission

Tire and Wheel Assembly

Time and number of mechanics used for the five units as follows:

Rear engine - total time 18 hours 15 minutes, 3 mechanics with a fourth approximately 50% of the time.

Front Water Pump Transmission - Total time 2 hours, 10 minutes; 2 mechanics.

Right Side Water Pump - Total time 2 hours 55 minutes; 2 mechanics with a third helping approximately 45 minutes.

Tire and Wheel Assembly - Total time 63 minutes, 2 mechanics.

8.1.7 Air transport for the P-15 is the C-5 aircraft. The truck is prepared by draining the agent system and pivoting the turrets to the deck on their sides. Time required to pivot each turret about 28 minutes by two, five level operators and/or mechanics. The water tank can be drained during this time. The foam tank may require additional time if the foam is to be saved. Time required to pivot the turret to the operational position about 22 minutes.

NOTE: The foam tank may remain full during air transport.

8.1.8 Towing/extraction presented no serious problem. It was impossible to actually stick the vehicle, even in sand that left tracks 29 inches (73.66CM) deep; therefore, the situation was simulated. A "Y" yoke was fabricated of 5/8 inch (1.60CM) improved plow steel cable rated at 33,400 pounds (15,163.6KG) capacity. The two cables of the "Y" were 36 inches (91.44CM) long with three clamps to hold each loop. The standing cable was to be as long as necessary to reach the towing vehicle, each loop also had three clamps. Vehicle was towed from the rear IAW technical order procedure, which was found adequate; however, removal of engine muffler as specified is not necessary if the vehicle is fairly

level. An International full-track tractor, Model TD-20, was used. In low range, the towing vehicle moved the P-15 with no difficulty and, towed it one mile in 50 minutes (unimproved road). There are no steering problems if either engine is running.

8.1 9 Reliability of the vehicles approach was marginal based on the number of malfunctions during the testing period. Vehicles were driven a total of 777 miles (1250.19K). 77L-491, 17 Oct through 7 Dec 77, with 86 malfunctions. This unit also underwent extensive testing at the factory and at Eglin AFB, FL. 77L-492, 28 Oct through 8 Dec 77, with 63 malfunctions. No previous testing had been done. Total malfunctions by class for both vehicles were:

Class 1, Hazardous - 9

Class 2, Mission Loss - 3

Class 3, Mission Delay - 8

Class 4, Mission Degradation - 9

Class 5, Maintenance Event - 120

Reliability should be satisfactory if recommended improvements are accomplished.

APPENDIX A

TEST CADRE

<u>NAME</u>	<u>RANK</u>	<u>ORG</u>	<u>INSTALLATION</u>
Pease, Birney T.	Maj	AFCEC	Tyndall AFB, FL
Kuykendall, Bobby L.	SMS	AFCEC	Tyndall AFB, FL
Creech, Monta C.	MSgt	305 CES	Grissom AFB, IN
Crayton, Stanley B.	TSgt	379 Trans Sq	Wurtsmith AFB, MI
Hardie, Billie R.	TSgt	3342 Sch Sq	Chanute AFB, IL
Miranda, Sammy D.	TSgt	60 ABG/DEF	Travis AFB, CA
Williams, Kevin M.	TSgt	3341 Sch Sq	Chanute AFB, IL
Reynolds, Jerry T.	TSgt	AFCEC	Tyndall AFB, FL
Yates, Jimmie E.	TSgt	3342 Sch Sq	Chanute AFB, IL
McIntire, Herman R.	GS-9	3341 Sch Sq	Chanute AFB, IL
Lay, Troy H.	WG-10	2750 ABW	Wright-Patterson AFB, OH
Harper, Freddie L.	GS-6	2 CES	Barksdale AFB, LA
Mallamace, Ralph O.	GS-5	436 DEF	Dover AFB, DE
Newcomb, Russell W.	GS-5	4 CES	Seymour-Johnson NC
Thomas, Benny J.	GS-5	97 DEF	Blythville AFB, AR

APPENDIX B

APPENDIX B

The following safety items were noted during the test program.

<u>ITEM</u>	<u>RECOMMENDED CORRECTIVE ACTION</u>
1. Engine fans need shrouds or guards around them.	Design and install guards.
2. Left rear engine compartment doors do not open the same distance, creating a bumping hazard.	Doors to be adjusted at factory to insure opening width is the same.
3. The grab rails have sharp edges.	Machine finish the welds and seams.
4. Drivers have no control over front floodlight adjustment.	Move controls to cab.
5. Spot lights (wide lights) are needed on the side of the vehicle for side visibility during night operation.	Install two additional wide lights per side of vehicle.
6. Shafts running through compartments are unguarded.	Install adequate guards.
7. Relief valve controls are in a position to be tampered with.	Safety wire or remove control handles at local level.
8. Finned tube heaters in compartments are unguarded, exposing sharp edges.	Design and install guards at the factory.
9. Shift linkage, if maladjusted, can cause vehicle to start while in reverse gear.	Install a safety switch to prevent future occurrences.
10. Fuel tank vent line vents inside compartment.	Replace line to outside compartment.
11. Emergency parking brake can be disengaged by bumping with a leg due to its location.	Reinstall controls to the side of the shifting tower.
12. Turret cages have excessive play and doors could come unlatched during operation. Cage hits operator in small of back.	Make cages stationary, widen front of cage for entry, and eliminate doors. Pad rear of turret cage. Install clip for securing headgear.

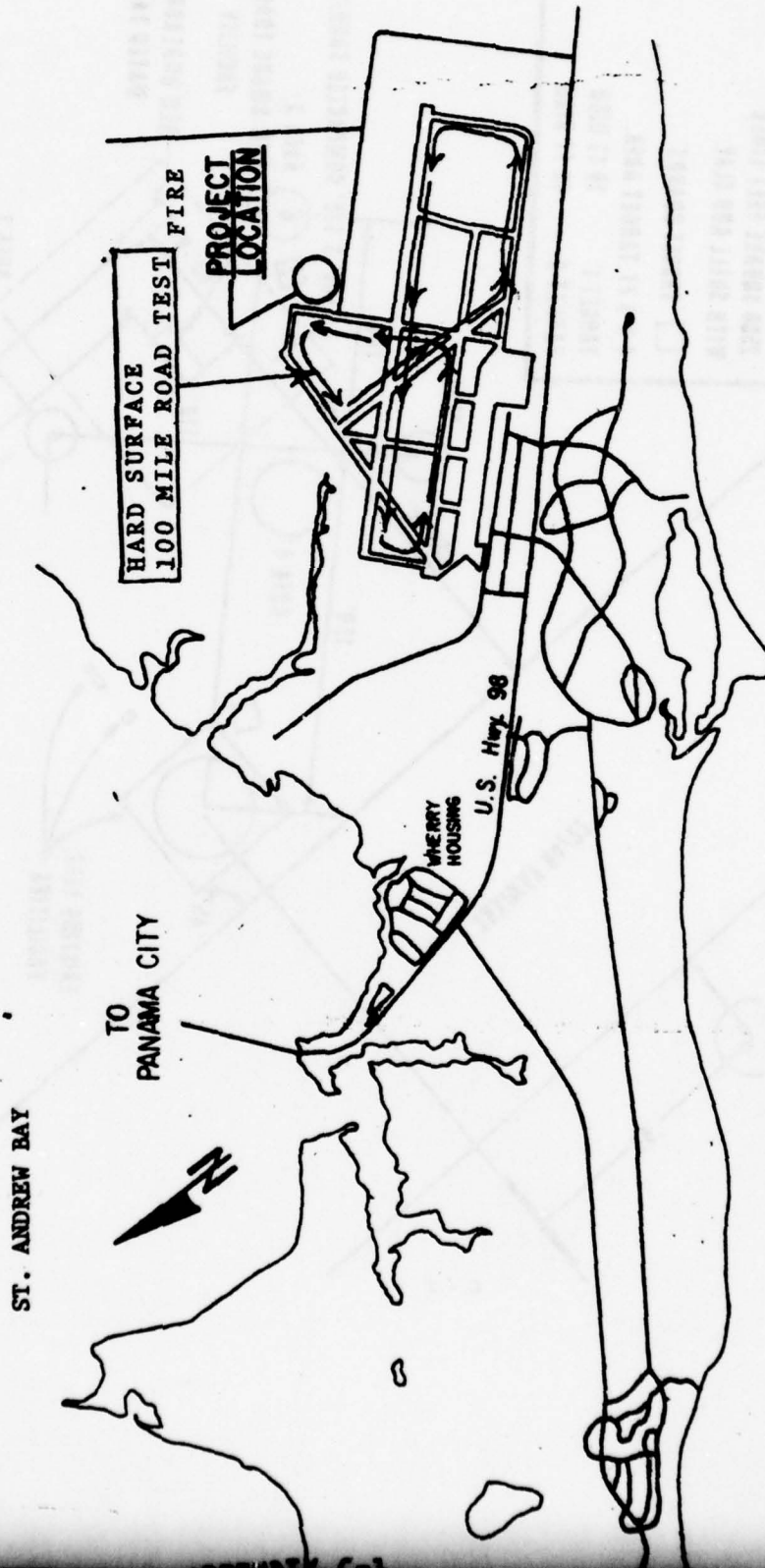
ITEM

RECOMMENDED CORRECTIVE ACTION

- | | |
|---|---|
| 13. Cab seat belts too short. | Increase length by eight inches. |
| 14. Air system does not recover fast enough when excessive braking is required. | Factory check of system and take whatever action is necessary. |
| 15. Side mirror, right side, limits view with crew in cab. | Move mirrors forward on cab body and relocated spotter mirror. |
| 16. High beam indicator light reflects in driver's eyes, causing vision problems. | Install a frosted or colored cover. |
| 17. Turret stops permit the turret to rotate to a position where the other operator could be hit. | Improve turret stops and reduce the degree of rotation. |
| 18. Turret control switches can be turned on or off accidentally. | Install guards or change types of switches. |
| 19. Insulation material used to winterize piping is highly combustible. | Replace with noncombustible type. |
| 20. Expanded metal roof decking has poor traction lateral to expanded metal when wet. | Change type of roof decking to provide good traction in all directions. |
| 21. Vehicle can be started while maintenance personnel are working under vehicle. | Install locking cover that can be removed by maintenance personnel. |
| 22. Grab handle on right cab door does not assist personnel entering or departing. | Change the positioning to a 45 degree angle. |

APPENDIX C

APPENDIX C



GULF OF MEXICO

LOCATION PLAN

SCALE: NONE

P-15 FIRE TRUCK TEST FACILITIES,
TYNDALL AFB, FLORIDA

NOTE

**EACH AREA IS IRREGULAR IN SHAPE WITH
A SURFACE AREA OF APPROXIMATELY
2500 SQUARE FEET LINED
WITH SHELLE AND CLAY.**

☐ **TARGET BOARDS**

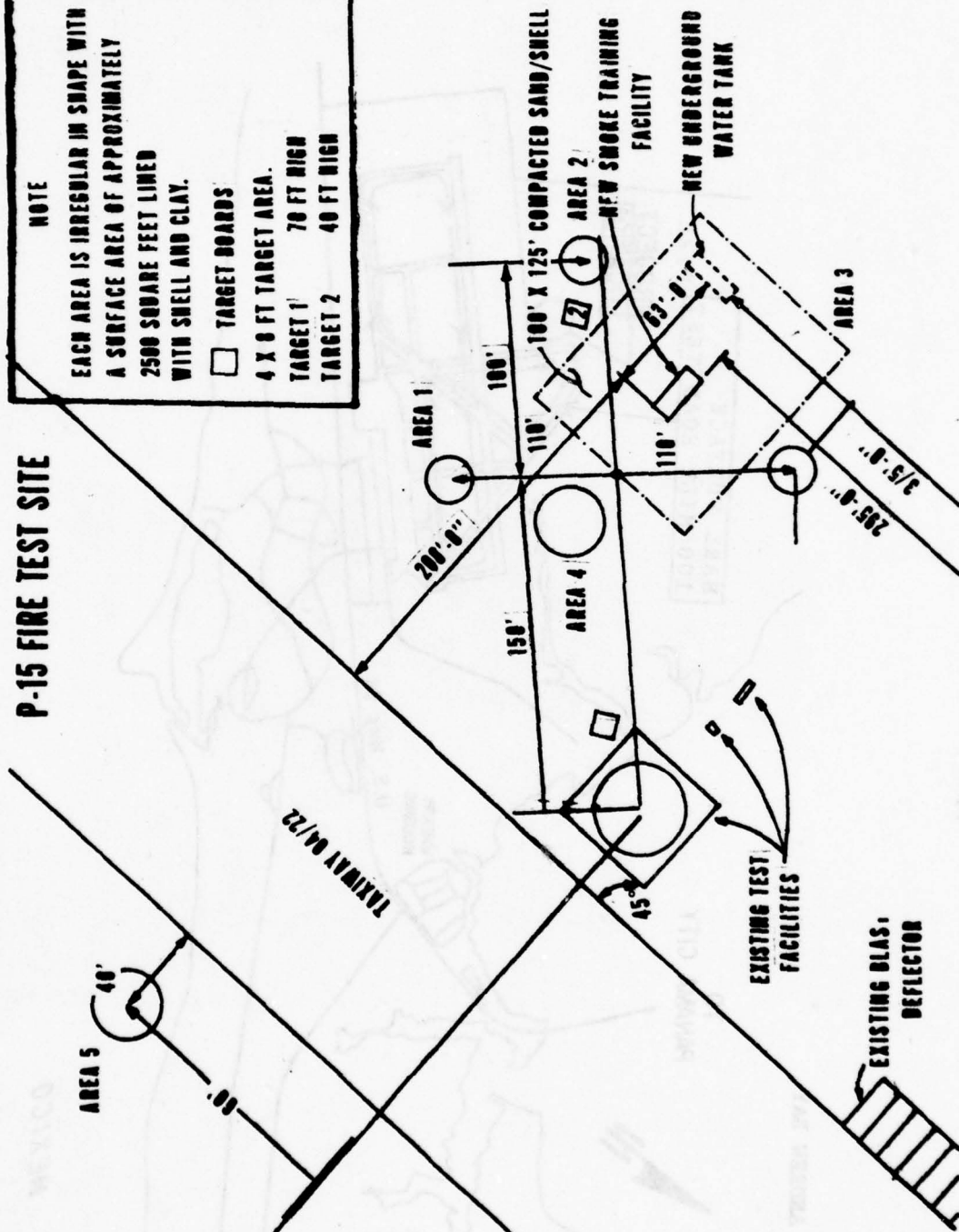
4 X 8 FT TARGET AREA.	
TARGET 1	70 FT HIGH
TARGET 2	40 FT HIGH

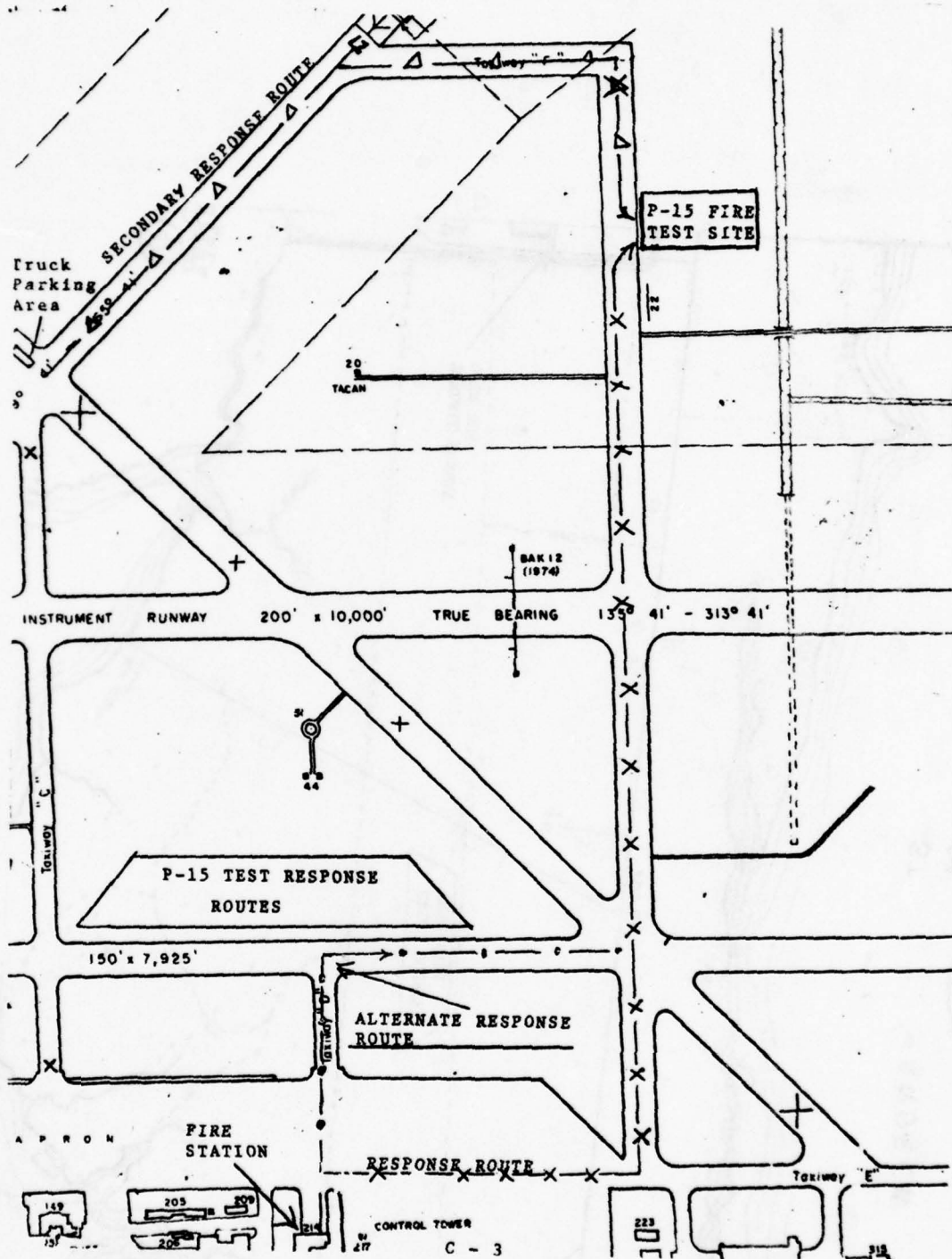
EACH AREA IS IRREGULAR IN SHAPE WITH A SURFACE AREA OF APPROXIMATELY 2500 SQUARE FEET LINED WITH SHELL AND CLAY.

4 X 8 FT TARGET AREA:

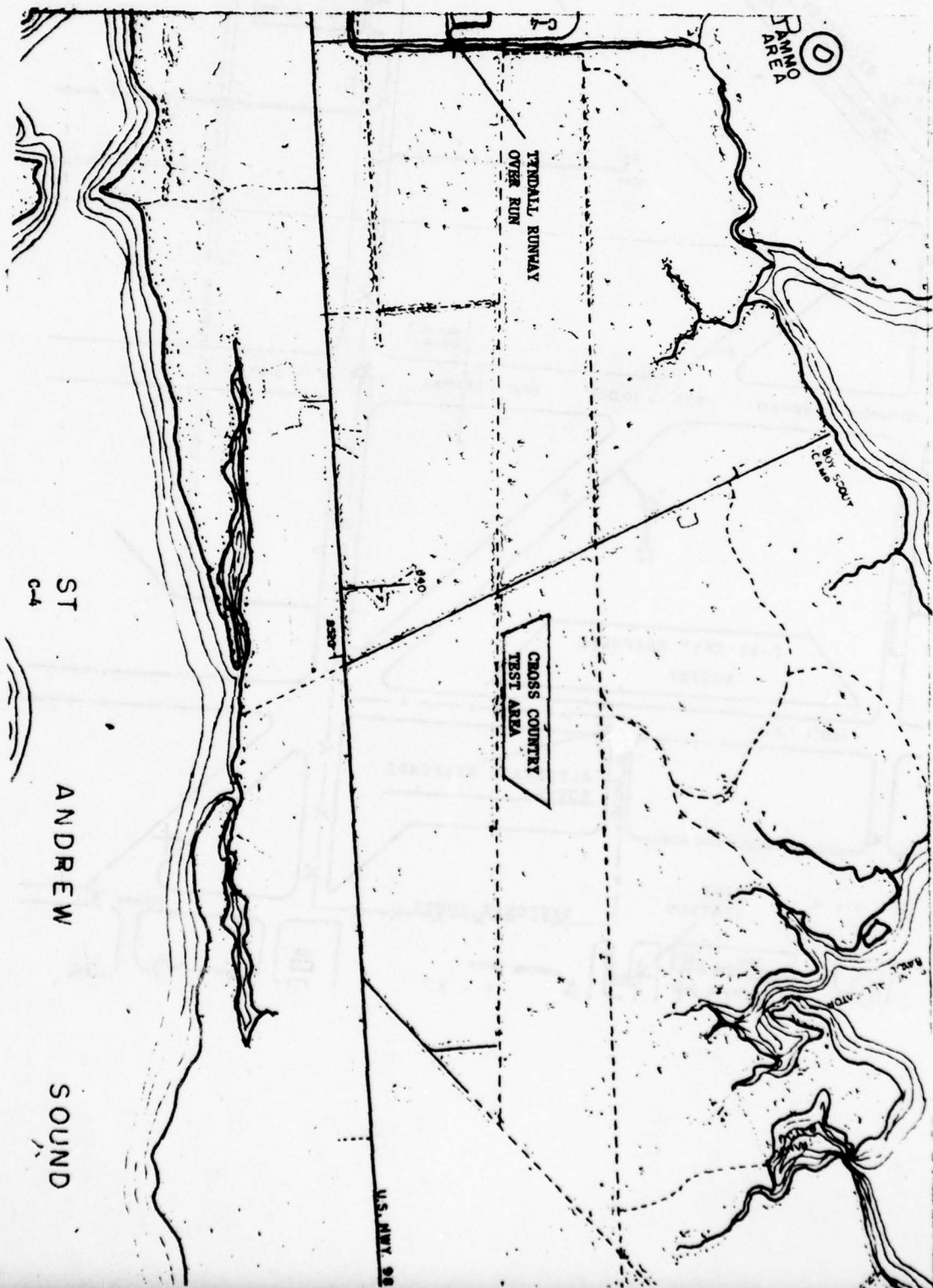
TARGET 2 40 FT HIGH

TARGET 2 40 FT HIGH





CONTROL TOWER
C - 3



TAXIWAY

5



TEST FACILITY LAYOUT

APPENDIX D

VEHICLE/EQUIPMENT DISCREPANCY AND MAINTENANCE REPORT

[illegible]

STATUS CODES:	C : Corrected	C-T by Temp fix	D-P for Parts	D-D for
	C-P by Perm fix	D : Deferred	D-M for Maint	Disposition
				W : Waiver of Repairs See Sec 11, TO 00-208-5

APPENDIX E

APPENDIX E

P-15 AUXILIARY EQUIPMENT

<u>ITEM</u>	<u>QUANTITY</u>	<u>LOCATION</u>	<u>SOURCE</u>
Extinguisher, Halon, 91b (4.086 KG)	2	One in left storage Compartment.	Manufacturer
		One in cab	Manufacturer
Hose, Soft Suction, 16ft X 4½ inch (4.88M X 11.43CM)	1	Left storage compt	Using organization
Wrench, Hydrant 4½ inch (11.43CM)	1	Left storage compt	Using organization
Wrench, Spanner 4½ inch (11.43CM)	1	Left storage compt	Using organization
Cord, Extension, 115 Volt AC 100 ft (35M)	1	Right storage compt	Using organization

NOTE: An 80 GPM (302.8L/MIN) pump will be listed in TA 490 as an acceptable item for reservicing the foam system.

APPENDIX F

APPENDIX F

PREFACE

This paper delineates the concept of employment of the A/S32P-15 fire-fighting vehicle. The five main topics present a synopsis of the salient factors affecting the vehicle. This is a statement of Air Force intent regarding the employment of the P-15. Recommendation for change should be sent to AFCEC/DOZ.

GEORGE W. MORGAN
Director of Fire Protection

TABLE OF CONTENTS

- 1.0 Prime Operational Employment
- 2.0 Procedures and Tactics
- 3.0 Secondary Employment
- 4.0 Crew Requirements
- 5.0 Factors Affecting Vehicle Employment

APPENDIX F

1 PRIMARY OPERATIONAL EMPLOYMENT

1.1 The vehicle was designed to suppress fire in the ground environment on large frame aircraft using the drive-around firefighting concept. To this end, the vehicle carries 6,500 gallons (24,602.5L) of water and agent which can be applied at a rate of 1,200 gallons per minute (4,542L/MIN) through each of two turrets while the vehicle is moving at speeds up to 10 miles (16.09KM) per hour. The vehicle has good off-the-road mobility and is capable of responding to the scene of the fire at speeds up to 50 miles (80.45KM) per hour. During an aircraft crash, the fire scene can be scattered over a large area, thus requiring the vehicle to maneuver from one area to another while discharging agent to achieve fire control and protection of entrapped personnel. The P-15 will be used as part of an equipment package comprised of from three to five firefighting vehicles. It is not intended that the P-15 be the only vehicle used to combat aircraft fires. The intent is to use multiple vehicles at the fire in order to reduce firefighting time.

1.2 Two modes of primary employment are planned. Direct response will encompass the response from the fire station to the fire scene, including immediate application of agent. The prepositioned response will include actions taken during response from the fire station to an intermediate point, time delay at the intermediate point, and response from the intermediate point to the fire scene with immediate application of agent. The turret operators will ride to the scene of the accident at their duty stations in the turret cages with seat belts fastened during direct response. For a prepositioned response, the turret operators may ride in the cab depending on weather conditions or other operational factors.

2 FIREFIGHTING PROCEDURES AND TACTICS

2.1 The tactics for use of the P-15 for fire suppression situations will depend on many factors such as terrain restrictions, close ramp parking, and other unprogrammed or unforeseeable circumstances.

2.2 The basic concept for use of the P-15 is the drive-around method, in conjunction with other firefighting units. In instances where this concept cannot be employed, a fixed or semi-mobile concept will be used.

2.2.1 Drive-Around Concept

2.2.1.1 In the drive-around concept, the preferred method of maneuvering is in a counterclockwise circle with the driver of the vehicle on the side of the fire.

2.2.1.2 The ideal method is to approach the upwind perimeter of the fire and turn so that the P-15 is broadside to the aircraft. This will allow the front turret operator to discharge agent when in range. As the P-15 approaches the broadside position and comes into range of the fire, the rear turret is charged and employed to the fire area. This procedure can be related to a quick knockdown and mop-up type attack. The same tactics are employed as the vehicle completes the drive-around concept until the fire is extinguished or agents are exhausted (approach in this manner will allow for partial extinguishment and reduction of heat and smoke as the vehicle reaches the downwind side of the fire.)

2.2.1.3 Adjustments to the above procedure would be made depending on whether the P-15 was first on the scene or if other units are already in operation. In this instance the drive-around concept would be used with the P-15 maneuvering at the rear of already positioned vehicles.

2.2.2 Fixed or Semi-mobile

2.2.2.1 This procedure would be used in situations which would preclude the use of the drive-around concept such as terrain restrictions.

2.2.2.2 The P-15 should be positioned broadside to the fuselage with one turret on either side of the aircraft (splitting the fuselage). This will allow for maximum use of turret range to reach the tail of the aircraft, as well as the wing tips. Additional arriving units would alternate positions on the aircraft to effect a total fleet fire kill configuration.

2.2.3 Turret Employment

2.2.3.1 On initial approach the turrets should be elevated 30 degrees to achieve maximum range with stream selector indexed to straight stream. Turret operators should start discharging agent when they are close enough to reach the fire. As turrets approach the dispersed pattern range, approximately 75 feet (22.875M), turrets should be indexed to dispersed pattern and the flow selector repositioned as required. At this time turrets should be adjusted in elevation and oscillated back and forth to effect a rain drop pattern. If due to range the dispersed pattern is ineffective, turrets should be indexed to straight stream and the flow selector positioned for maximum fire knockdown. Turrets would continue to be elevated and oscillated to attempt formation of the umbrella effect.

3 SECONDARY EMPLOYMENT

3.1 The employment of the P-15 will normally be in the general flight line area. The capabilities of the P-15 may be employed in situations other than large aircraft crash accidents such as hangar, POL, ammunition and medium frame aircraft fires. For Multi-story or major

facility fires, the P-15 turrets could be substituted for master stream devices. Caution should be exercised in the use of the P-15 as a stationary turret platform due to the number of pumpers required to supply the P-15 at rated pump capacity by pumper using 3 inch (7.62CM) hose.

3.2 Another instance where the use of the high capacity vehicle would be beneficial is during ramp fires involving one or more aircraft of any size. Firefighter training with the vehicle and participation in disaster response exercises by the fire department are necessary to insure proper employment of the vehicle.

3.3 On the airfield the vehicle could be used to support other fire protection agencies under the purview of established mutual aid agreement.

3.4 The use of the vehicle for small frame aircraft emergencies, fuel spill washdowns and riot control and like operations is discouraged since other assigned firefighting vehicles are capable of performing these functions more satisfactorily. Secondary employment of the vehicle is subject to the constraints enumerated in Factors Affecting Vehicle Employment.

3.5 This vehicle will be kept on static alert as much as possible and will only be used to perform precautionary standbys under extraordinary circumstances. Rescue operations will be performed by firefighters from other vehicles. Therefore, rescue actions by the P-15 crew will be necessary only in most unusual circumstances.

3.6 The handline is provided for use in unusual circumstances such as a fire situation involving only the P-15 and no other vehicles with an operational handline. It will not be used in normal operations.

4 CREW REQUIREMENTS

4.1 Three people are required to operate the P-15; a driver and two turret operators. A select crew of qualified personnel will be assigned to the vehicle. The crew members must hold at least a five skill level and have received initial and recurring training on the vehicle. Crew members will be selected on the basis of demonstrated maturity, dependability and mission orientation.

4.2 The front turret operator will be the crew chief of the vehicle. The following crew chief's responsibilities are additional to those listed in AFR 92-1.

4.2.1 Inspection Responsibilities

- (1) Performs overall inspection of vehicle.
- (2) Directs crew during inspection of vehicle.

(3) Supervises crew during preventive maintenance.

(4) Supports vehicle maintenance during minor maintenance activities.

4.2.2 Emergency Response Responsibilities

(1) Respond to front turret position.

(2) Dons protective clothing.

(3) Dons headphones and directs communications check between crew.

(4) Verifies with driver communication between control center/senior fire official, etc.

(5) Directs driver to move vehicle to fire scene by most direct route and/or IAW department OIs/prefire plans.

(6) While enroute to the scene, the crew chief will size up the fire and select the required flow rate of 600 or 1200 GPM (2271L/M or 4542L/MIN).

(7) Approximately 500 feet (152.5M) from the fire the crew chief will engage the pump and direct the driver to proceed to the desired position. The driver will relay information from the senior fire officer to the crew chief.

(8) Upon completion of fire suppression, informs crew that fire-fighting system is being disengaged.

(9) Directs driver to reservice point via most direct route and/or IAW department OIs/prefire plans.

(10) Supervises and performs reservice and preventive maintenance procedures on the A/S32P-15 fire truck.

4.3 Crew Safety

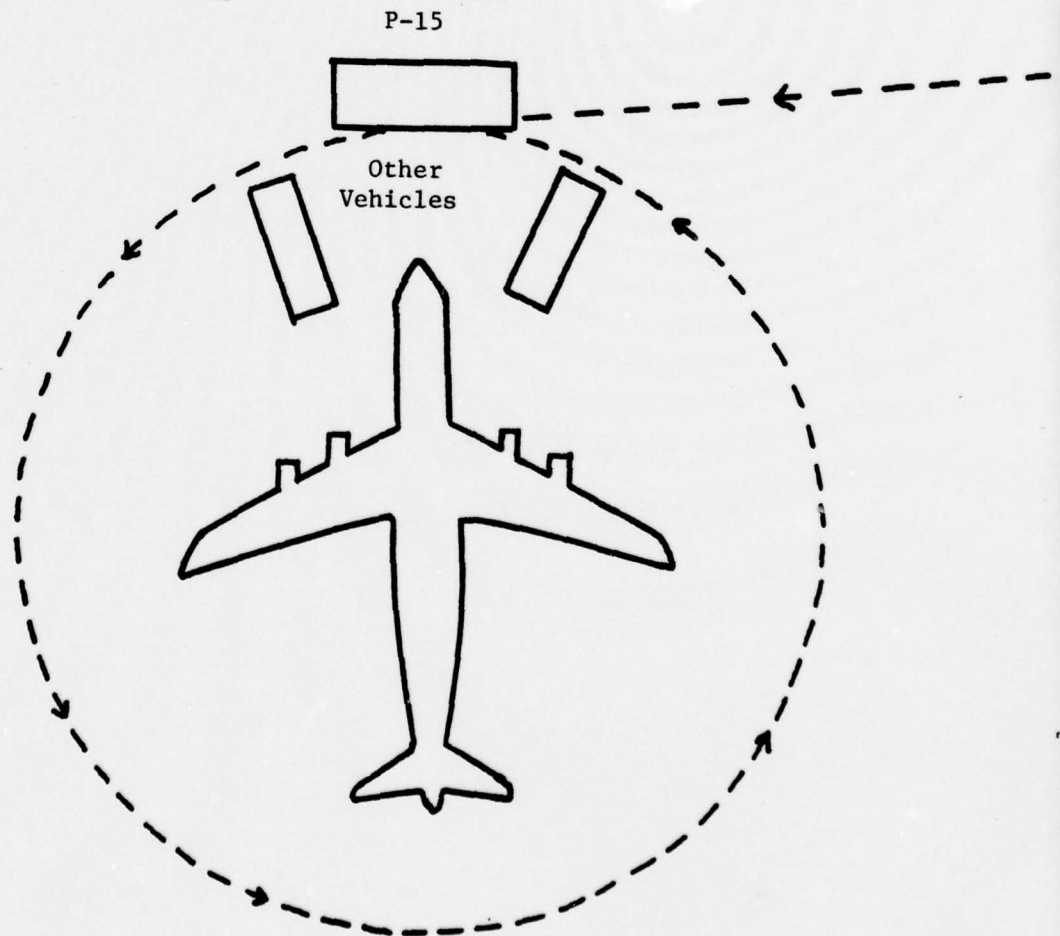
4.3.1 Personnel assigned to A/S32P-15 will comply with safety standards at all times. The crew chief will advise driver when to move vehicle out of station. When at the fire scene the senior fire official may assume command of the A/S32P-15 and direct the driver to the most advantageous point for fire suppression, but the crew chief is still responsible for safety compliance.

4.3.2. The crew chief will not back the A/S32P-15 at any time without a spotter. The spotter will have direct communications with the driver, utilizing headphones and vehicle communication system.

5 FACTS AFFECTING VEHICLE EMPLOYMENT

5.1 Several factors affecting the employment of the P-15 are its size, maneuverability, and crew proficiency. The size of the vehicle will constrain its use in narrow or confined spaces, as well as create a potential traffic hazard. Overhead power and telephone lines may restrict the routes available for response to the fire scene and for trips to vehicle maintenance facilities. The vehicle's 75 foot (22.875M) turning radius may restrict its use in POL and ammunition areas, in addition to limiting its use in mutual aid of other firefighting organizations. The dimensions of the fire station stall will preclude turret operators from assuming their firefighting positions before leaving the fire station. The proficiency of the crew will depend on proper training, adequate communication, and sound teamwork with other firefighting vehicles.

5.2 The base fire chief will consider the above factors when preparing prefire plans involving the use of the P-15.



IDEAL P-15 APPROACH TO FIRE

APPENDIX G

APPENDIX G

ADDITIONS OR DELETIONS, T.O. 36A12-8-16-1 FOLLOW:

Insure that lubrication chart indicates correct oil for the following assemblies:

- Transmission
- Axle Planetary Units
- Steering Axle CUV Joints
- Engines

In lube chart, alcohol injector not serviced in warm weather; empty it or will collect moisture.

Recommend it be serviced year around or make provisions for draining or bypassing it during warm weather.

Two legends for lube chart: Recommend the original one Fig 3-3, page 3-20 be deleted.

Engine air box drains not included in maintenance chart Fig 3-2. Recommend it be included.

Procedures for some services not included:

Recommend servicing procedures including locations be included for the following:

- Engine oil level
- Power divider oil level
- Transmission oil level
- Engine coolant level
- Winterization tank fluid level
- Alcohol injector
- Draining air reservoirs
- Lubricator, handline rewind motor
- Steering hydraulic oil reservoir
- Turret hydraulic oil reservoir (redesign may eliminate this item)

A caution added warning of damage to drive train if down shifting is performed.

APPENDIX H

APPENDIX H

T.O. 36A12-8-16-2 requires completion, additions, and corrections as follows:

Include an index in the Roman Numeral section.

Complete the list of illustrations.

Include easy to read system schematics to include:

- Electric
- Air
- Agent Dispensing
- Winterization
- Fuel, Engine and Booster Heaters
- Turret Hydraulic
- Steering Hydraulic
- Transmission Hydraulic
- Alternator and Regulator
- Booster Heater Internal Wiring
- Power Divider Hydraulic

Figure 1-32 no longer correct; two inversion valves removed.

Figure 1-33 no longer correct; two inversion valves removed.

Figure 1-34 not correct; air throttle cylinder (1) completely changed. Pressure limit valve (3) and the No 2 inversion valve (4) have been removed.

Correct the narrative, para 1-14 as appropriate.

Figure 1-40 no longer correct plate #03592X.

In Table 1-1, specifications include the following:

- Fire Pump Drive Transmission
- Power Divider
- Auxiliary Transmission
- Air System
- Turret Hydraulic System

Change para 4-8,a, to read as follows: To adjust the clutch refer to Fig 5-136 and proceed as follows: Thread nuts (33) completely to the head of screws (34) and thread the screw completely into block (32). Place a bar into the box of clutch shaft (140) and manually engage and disengage the clutches. The clutch linkage on the bearing engaged with yoke (142) must be able to travel full length both ways with no stopping

it by any part of the air chamber (29) and bracket (35) assembly. If not, loosen screws (36) and position bracket (35) on the slotted holes to allow this. Retighten screws (36). It may also be necessary to loosen nuts (33) on push rods of air chambers (29) and adjust the push rods in block (32), then retighten nuts (33). With a bar in the box of clutch shaft (140), manually engage the clutch and hold some pressure on the release bearing and yoke (142). Back out screw (34) against bracket (35) right enough to just relieve the pressure being held on the bearing. Tighten nut (33) to lock screw (34) to block (32) in this position. Back out opposite screw (34) to allow 0.84 inch (21.34MM) gap between the screw head and the bracket (35), tighten nut (33) to hold the screw in this position. Disengage the clutch. Note this procedure applies to both the water and foam pump clutches.

Fig 4-4 shows Caterpillar engine; should show the V-8, 92GMC engine.

Para 5-13 requires revision. Add the following steps as appropriate:

- a. Disconnect radiator fill neck drain hose.
- b. Remove brackets for wiring on underside of platform.
- c. Remove screws (23, Fig 5-131) lock washers (28) and washers (29) from engine air cleaner support bracket.
- d. Remove three brackets for turret hydraulic oil reservoir drain hose from side radiator mount and ceiling.
- e. Disconnect wiring connector from the converter lockup control box, rear turret only.
- f. Disconnect turret heater hoses, winterized vehicles only.
- g. Close water tank shut off valve.

Revise para 5-13,a,(10) to read as follows:

Attach a hoist of at least 1 ton (.90MT) capacity to the turret and platform.

Make the above corrections to the installation procedure as appropriate.

Para 5-79. Ref T.O. Fig 5-78 is incorrect, should be Fig 5-79.

Figure 5-99 no longer correct, bypass system control valve (34) removed.

Para 5-110 requires some revision. After para 5-110,b, add the following step:

- a. Disconnect two vitaulic couplings (17, Fig 5-107) and (27) and remove the discharge pipe.

Revise para 5-100,b,(8) to read:

Disconnect the water pump discharge pipe at the water pump discharge flange (6).

Fig 5-116 no longer correct. There are now two flush valves instead of one.

Review figures 5-127 and 5-128 and make necessary corrections. Example: items 6,9, and 10 no longer on the vehicle as shown.

a. Remove four bolts from engine front mounting bracket. (Include the items in Fig 5-135 and make appropriate references.)

b. Remove screws (2, Fig 5-129) lockwashers (3) and remove the transmission cooler, disconnect and cap the hoses.

NOTE: Transmission oil does not have to be drained, level is below the cooler.

c. Disconnect cold start unit hose from the thermacloz (5 Fig 5-272).

d. Remove the power divider dipstick and tube, front (21, Fig 5-144); rear, (22, Fig 5-148).

e. Remove winterization tank, rear engine only, on winterized vehicles.

f. Remove foam tank shutoff valve handle; rear engine only. (Redesign may eliminate this step).

g. Remove foam pump drain valve handle.

Correct the subparagraphs to 5-136 as follows:

a,(4) should read: Disconnect air lines, fuel lines, steering lines, oil lines, wiring at connectors on panel and cooling hoses from engine and power divider.

a,(7) Figure reference should be, items 1, 4, 5, 6, and 7: Figure 5-134.

a,(10) Ref (2) cannot be found.

a,(11) Ref (3) cannot be found.

a,(13) Ref (4) cannot be found.

a,(14) Should read: Remove screws (61, Fig 5-135) nuts (62), plate (63) and mounting centers (64)

a,(15) Figure ref should be (49, Fig 5-127).

Make above corrections to the installation procedures as appropriate.

36A12-8-16-2 Para 5-127

Revise para 5-137,e, (36) to read as follows: Attach bracket (35) to housing (157) with screws (36), lockwashers (37), and washers (38).

T.O. 36A12-8-16-2 Para 5-137

Revise para 5-137,e,(38) to read as follows: Install one nut (33) onto push rods of clutch air chambers (29). Attach blocks (32) to the push rods with a second nut (33). Install one nut (33) onto screw (34) insert the screw into the blocks, with the screw head towards the clutch air chambers. This screw becomes a travel stop with locknut. Connect the block to the clutch shaft (140) with pin (28). Install washers (27) onto the pins and secure with cotter pins (26).

Then make reference to para 4-8 for adjustments.

Para 5-148, include testing procedures for the generator regulator.

Para 5-153, include an illustration and the procedure to lock the fan clutch in the event of air application failure.

Para 5-169 in subparagraph 3, reference Section IV.

Para 5-194,a. Reference to Fig 5-194 is incorrect, should be Fig 5-274.

Para 5-194,c. In the subparagraphs, the number (7) is used twice. The second one should be (8).

Para 5-194,c. Subparagraph (19) should follow (14) and be revised to read as follows: Adjust both axle tire rods to provide 0 to 0.12 inch (3.048MM) toe-in. Determine and mark the centers of the four hubs. Measurement between the centers, both sides, should be within 1/8 inch (3.30MM). If not readjust length of drag link (3).

NOTE: To find centers of the hubs, rotate them to place the screws (6, Fig 5-376) in horizontal position. Measure between the most narrow points of the vertical webs between the screws.

Para 5-194, c,(17). Is difficult to read and should be revised. Suggest the following: Axle steering stops (91, Fig 5-376) located at the tie rod arms are preset for the axle. There are also stops on the other side of the ball socket located at the hydraulic cylinder anchors. To

adjust these, first back off the Pitman arm stop screws (10), then adjust the left cylinder side anchor stop to make contact at same time right tie rod side stop does, then the right cylinder side anchor stop to make contact at same time left tie rod side stops does. The stops must insure a minimum clearance of one inch between tires and any point of truck frame or body. Delete the note after subparagraph (18). Figure 5-376 not completed. Stop screw and nut opposite items 91 and 92 not shown. An exploded view of item 90 for the opposite end would correct this. They could then be referenced in paragraph 5-194,c,(17).

Para 5-198. After subparagraph 2, add specifications and diagrams.

Fig 5-280 not correct. Items 7 and 8 shown in wrong relationship.

Fig 5-282 not correct. Items 11 and 15 are u-joint; not u-bolt. Items 3,4, and 8 could be better identified as u-joints.

Para 5-202 requires revision. Add the following steps:

- a. Remove clevis from end of winch cable to thread it through the block.
- b. Draw cable completely off of the drum and carefully rewind and lay the cable on the drum to avoid tangles and jerking under the weight of the unit. NOTE: Use leather gloves to handle cable to avoid injury to hands.
- c. During actual lowering and raising of the heavy units, use a transmission jack in conjunction with the winch.

Fig 5-302 shows only one "E" clutch pressure switch. Truck electrical system schematic shows two.

Fig 5-303 shows P-4 controller. Item numbers incomplete and do not match the items.

Fig 5-304, items 14 through 18. An adapter unit on the vehicle between items 13 and 14 is not shown.

Fig 5-113, page 5-414 should be Fig 5-313.

Para 5-22 and Fig 5-361. The limiting valves have been eliminated from the system.

Para 5-232,c. Somewhere in paragraphs (6) through (9) include procedures and specifications to adjust the lockout linkage travel.

Para 5-33c. Somewhere in paragraph (8) through (11) include procedures and specifications to adjust the lockout linkage travel.

Para 5-236,b. After subparagraph (8), include procedures and specifications to adjust lockout linkage travel.

Para 5-238. An incorrect statement in the first paragraph, second sentence. Correct would be: air pressure operates against both sides of a diaphragm which engages and disengages a splined collar within the differential case.

Fig 5-399 incorrect. There is a threaded port instead of items 15, 16, and 17 .

Para 8-9,b(2). Operating temperature 185-230 degrees F (85C-110C) is different from -1. Change page index #20 which reads 120-200 degrees F (49C-93C).

APPENDIX I

T.O. 36A12-8-16-4 Requires completion, additions, corrections as follows:

Table of Contents not complete.

Section III, Numerical Index missing.

Include meaning of Q and R suffix letters to index number in the Introduction.

Include air system and components.

Electric system components not all inclusive.

Many blanks for figures referring to OTC drawings.

Fig 30. Item no longer used?

Fig 89. No longer correct, bypass of item 34 removed.

Fig 95 (Sheet 1 of 2). Drawing could be rearranged for easier reading and ghost in the foam pumps.

Fig 104. No longer correct; now two flush valves.

Fig 127. Include the bracket with the front engine that mounts the radiator.

Fig 128. Filler tube for the power divider is not shown.

Fig 186. Delete; no longer used.

Fig 188. Item 36 not installed on test vehicles, delete? Show another key, item 40, at the lever, item 37.

Fig 189. Items 3 and 4 and items 7 and 8 shown in wrong relationship.

Fig 213. Suggest that the neutral safety switch, the shift stand micro switch, and the "E" clutch pressure switch be indexed with a part number, or combine figures 213 and 214.

Fig 223 incorrect. Should be threaded port instead of items 14, 15 and 16.

Fig 238 incorrect. Now two each of item 28 and related parts.

Fig 243 incorrect. Threaded port instead of items 15, 16, and 17.

Fig 249 (Sheet 1 of 2). Item 1 has been changed.

APPENDIX J

APPENDIX J

INSTRUCTIONS, OFFLOAD FROM TRAILER

Use of equipment and following the procedures herein will facilitate unloading the A/S32P-15 fire truck from a trailer with maximum safety to personnel and equipment.

Requirements:

Personnel:

- 2 Crane Operators
- 3 Mechanics and/or Operators
- 1 Forklift Operator

Equipment:

- 2 Cranes, each at least 30 ton (27 metric tons) capacity.
- 1 Impact wrench, 1 inch square drive with 6 inch (15.24CM) extension and wheel lug nut socket, or manual wrench with 36 inch (91.44CM) handle.
- 1 Forklift, 4000 lb (1,816KG) capacity with pneumatic tires.

Preparation:

Area must be level, paved and large enough to accept a tractor trailer about 60 feet (18.3M) long and allow for movement of the cranes and forklift around it.

NOTE: Total weight of the tractor trailer with fire truck loaded can be 60,000 to 80,000 pounds (27,240KG to 36,320KG).

The eight tire and wheel assemblies with tires properly inflated must be in the unloading area and positioned for ease of approach and pickup by the forklift.

Procedures:

Position tractor trailer so it can drive out as soon as the fire truck is lifted.

Remove four covers (1, Fig 17) T.O.: 36A12-8-6-4, top deck of the fire truck to gain access to the lifting shackles.

Position the cranes at side of the trailer one at each end of the fire truck with boom in line with the lift shackles.

Attach slings to lift shackles and crane hooks, take up slack and center the lift points for balance and straight lift.

Remove all tiedowns from the fire truck to trailer.

Both cranes lift together until truck clears the trailer. Driver then moves the trailer from under the fire truck.

Both cranes now, slowly and together, lower the fire truck to the pavement, setting it on the walking beams (30, Fig 236) and (30, Fig 244) T.O.: 36A12-8-16-4.

Two steering hoses to front steering valve (11, Fig 188) T.O.: 36A12-8-16-4 which may be disconnected and tagged can now be connected.

Reposition the cranes one to front and one to rear of the fire truck, reconnect the slings to crane hooks and center the lift points for balance and straight lift.

Both cranes lifting together slowly raise vehicle to allow forklift to install the wheels. (Bottom of hubs approximately 30 inches (76.2CM) from ground.)

With forklift install the eight wheels each with four lug nuts spaced at 90 degrees and snugged.

Install balance of lug nuts on the wheels and properly torque them.

Lower vehicle to ground, remove slings and replace the four covers over the lift shackles.

APPENDIX K

APPENDIX K

LIMITED TECHNICAL INSPECTIONS AND MAINTENANCE WORK ORDERS

1. The limited technical inspections were prepared upon receipt of the vehicles.
2. The work orders record the services and repairs performed on the vehicles during the test program. Date in columns 21 and 22 indicate when completed. Column 23A and B lists parts or materials used and X in Column 23C indicates that a test report was prepared.

LIMITED TECHNICAL INSPECTION—MOTOR VEHICLE (Bold type entries indicate major assemblies)										1. MANAGEMENT CODE							
2. FSN 4210-01-013-2825				3. VEHICLE REGISTRATION NO. A/S32P-15 77/ 4/91				4. MILEAGE/HOURS Engines front- 91.1 rear - 38.8									
5. NOMENCLATURE Truck, Crash Fire				6. MANUFACTURER O.T.C.													
7. MODEL A/S32P-15		8. SERIAL NUMBER 15842		9. ACCEPTANCE DATE 17 Oct 77		10. STANDARD PRICE \$400,000		11. REPLACEMENT CODE									
12. TYPE INSPECTION <input checked="" type="checkbox"/> ACCEPTANCE <input type="checkbox"/> ONE TIME REPAIR <input type="checkbox"/> RECEIVING <input type="checkbox"/> DISPOSITION <input type="checkbox"/> DEPOT REBUILD <input type="checkbox"/> SHIPPING																	
ITEM	✓ ONE		NO. MAN-HOURS LABOR	COST OF PARTS	REMARKS (Indicate item(s) requiring service. If part is replaced because original is missing, show as: Alternator (missing))	ITEM	✓ ONE		NO. MAN-HOURS LABOR	COST OF PARTS	REMARKS (Indicate item(s) requiring service. If part is replaced because original is missing, show as: Alternator (missing))						
	REPAIR	REPLACE					REPAIR	REPLACE									
13. FRAME	X		1.0		Weld front cross member	39. TRANSFER CASE(S)					N/A						
14. BODY	X					40. POWER TAKE-OFF											
15. GLASS						41. STEERING MANUAL/POWER	X		0.5		Hose connectors leak						
16. PAINT						42. SUSPENSION SPRINGS/SHOCKS											
17. UPHOLSTERY						43. DRIVE LINE U-JOINTS											
18. WIPER, MOTOR, ARMS, BLADES						44. AXLES AND HOUSING ASSY	X		4.0		seal leaks						
19. MIRRORS, HORN	X		1.0		Readjust	45. DIFFERENTIAL(S) FINAL DRIVE(S)	X		1.0		Leak has R/R						
20. LIGHTS	X		1.0		RF Switch wrong	46. TIRES, RIMS, TRACKS											
21. SIREN, BEACON RAY, FLOOD LIGHTS						47. BOGIES, TRUNIONS, TORQUE ARMS											
22. GAGES, INDICATORS, SENDING UNIT	X				Fuel - water and foam level	48. SPROCKETS, ROLLERS, IDLERS					N/A						
23. ENGINE						49. AUX ENGINE					N/A						
Front 91.0 hrs COMPRESSION TEST N/A						Rear 38.8 hrs COMPRESSION TEST N/A											
CYLINDERS	1	2	3	4	5	6	7	8	CYLINDERS	1	2	3	4	5	6	7	8
DRY									DRY								
WET									WET								
24. SPEEDOMETER, TACHOMETER, HOURMETER	X								50. FIFTH WHEEL								N/A
25. HEATER, AIR COND.									51. HYDRAULIC SYSTEM								
26. BATTERY	X								52. HYDRAULIC CONTROLS								
27. CHARGING SYSTEM									53. TANK AND PIPING	X		2.0					Pump compt - unit coupling
28. STARTING SYSTEM									54. LIQUID PUMP	X		2.0					Packing adjustment
29. IGNITION SYSTEM									55. HOSE REELS, HOSES, NOZZLES								
30. FUEL SYSTEM									56. AUX GENERATOR								N/A
31. COOLING SYSTEM	X		2.0						57. BOOM ASSY, SHEAVES, CABLES								N/A
32. EXHAUST SYSTEM									58. SAFETY LIMIT DEVICES								
33. EXHAUST EMISSION HOSES, VALVES									59. LANDING GEAR ASSY								N/A
34. SERVICE BRAKES									60.								
35. PARK/EMERG BRAKES									61.								
36. CLUTCH									62.								
37. TRANSMISSION	X		3.0						63.								
38. SUBTOTAL									64. SUBTOTAL								

ITEM	✓ ONE		NO. MAN-HOURS LABOR	COST OF PARTS	REMARKS (Indicate item(s) requiring service. If part is replaced because original is missing, show as: Alternator (missing))	ITEM	✓ ONE		NO. MAN-HOURS LABOR	COST OF PARTS	REMARKS (Indicate item(s) requiring service. If part is replaced because original is missing, show as: Alternator (missing))
	REPAIR	REPLACE					REPAIR	REPLACE			
CRASH FIRE TRUCKS						BASE MAINTENANCE EQUIPMENT					
65. TURRET SYSTEM						88. AGITATOR					
66. COOLANT SYSTEM HAND PUMPS						89. BITS AND AUGERS					
67. BATTERY CHARGER						90. BOILER, BURNER, AND BLOWERS					
68. REF. UNIT/CO. SYS 0-6						91. CANTILEVER, YOKE ASSY.					
69. FOAM CB SYSTEM						92. CONTROLS AND SWITCHES					
70.						93. CONVEYORS					
FUEL SERVICING UNIT						94. DIPPER, CLAM, BACKHOE					
71. DRAINS						95. DRUMS					
72. FILTERS					PRESSURE DIFFERENCE INLET PSI	96. FAIRLEADS					
73. STATIC GROUND SYSTEM						97. GANTRY A-FRAME					
74. METERS/PUMPING SYSTEM						98. HEATERS, FLUES AND STACKS					
75. SEGRE-GATORS						99. INTER-COOLERS, AFTER-COOLERS					
76. HOSE REEL ASSEMBLY						100. HOLDBOARD CIRCLE SCARIFIER					
77. AIR CYLINDER CONTROLS						101. SICKLE GUARDS AND PITMAN					
78. MANHOLE COVER AND VENTS						102. ROTOS AND PADDLES					
79. VALVES, AUTOMATIC, MANUAL						103. SPRAY BAR, PIPING CONNECTIONS					
80.						104. TOGGLE PLATES					
MATERIALS HANDLING EQUIPMENT						105. PRESSURE REGULATORS					
81. CABLES, CHAINS, HOSES						106. APRON, BOWL, TAILGATE					
82. MOTORS, ELECTRIC, AIR, HYDRAULIC						107. STEERING, BRAKES					
83. CONTROLS						108.					
84. CARRIAGE, FORKS, MAST, CYLINDERS						109.					
85.						110.					
86.						111. SUBTOTAL					
87. SUBTOTAL						118. INSTALLATION					119. DATE
REPAIR SUMMARY						120. SIGNATURE AND TITLE OF INSPECTOR					
COST FACTORS					AMOUNT	121. CERTIFICATION					
112. LABOR	NO. HOURS		HOURLY RATE			ENTRIES WERE TRUE AND CORRECT AS OF DATE SHOWN AT RIGHT.					
DIRECT					\$						
INDIRECT					\$	TYPED NAME, GRADE AND TITLE OF CERTIFYING OFFICER					
113. MATERIAL					\$						
OTHER					\$	SIGNATURE OF CERTIFYING OFFICER					
114. TOTAL OF THESE REPAIRS					\$						
115. MAXIMUM ONE-TIME REPAIR ALLOWANCE					\$	122. REMARKS					
116. ESTIMATED ADDITIONAL SERVICE FROM VEHICLE IF REPAIRS ARE ACCOMPLISHED					MILES/MONTHS						
117. LIST MOD/TCO'S NOT ACCOMPLISHED (Give authorization)											

WORK ORDER																																																																																																																																																																																																																																																																															
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1. WORK ORDER NO. 0002	2. R/O	3. REGISTRATION NO. 77L 491	4. MGT CODE	5. MILES/HRS.	6. WORK CENTER	7. WORK ORDER STATUS <input type="checkbox"/> INITIAL <input type="checkbox"/> COMPLETE	8. USER PHONE	9. DATE RCD	TIME																																																																																																																																																																																																																																																																						
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AFM 383 FORM APR 75 PREVIOUS EDITION WILL BE USED.

VEHICLE AND EQUIPMENT WORK ORDER

WORK ORDER									
<input type="checkbox"/> ACCIDENT REPAIR <input type="checkbox"/> CONTRACT MAINTENANCE <input type="checkbox"/> OTHER GOVERNMENT AGENCY									
1. WORK ORDER NO. 0003	2. R/D	3. REGISTRATION NO. 77L 491	4. MGT CODE	5. MILES/HR.	6. WORK CENTER	7. WORK ORDER STATUS <input type="checkbox"/> INITIAL <input type="checkbox"/> COMPLETE	8. USER PHONE	9. DATE RCVD 19 Oct 77	TIME
10. PRI	11. MFG	12. MODEL/TYPE	13. REPLACEMENT CODE CHANGE <input type="checkbox"/> ONE TIME REPAIR	AGE	MILES	14. CERTIFIED BY:		9A. DATE REL	TIME
15. USE FOR REPAIR ESTIMATES ONLY			A. MATERIAL COST		B. STANDARD HOURS		C. DIRECT LABOR COST		D. INDIRECT LABOR COST
E. TOTAL COST									

23. MATERIAL DATA										24. VEH DEADLINE FOR PARTS (VDP)				
16. JOB NO.	17. SYS	18. O / C	19. M / C	20. JOB DESCRIPTION	21. COMPLETION	22. WORKING	A. PART NO.	B. NOMENCLATURE	C. TEST	D. BIN NO.	E. QTY	F. ON DATE TIME	G. OFF DATE TIME	H. TOTAL HRS
01				Repair winterization system	21 Oct 77									
02				Repair handles on 2 nd										
03				discharge	21 Oct 77									
04				Replace light and sw. R.S.				Light Assy switch						
05				Repair F eng tachometer	20 Oct 77			Temporary rewire						
06				Fuel gauge incorrect	1 Nov 77									
07				Foam and water press gauges	OK									
08				Gauges rear turret panel	26 Oct 77			Procedure						
09				erratic	26 Oct 77			Press switch						
10				Oil dipstick rear engine	21 Oct 77			Procedure for cold check						
				Valve front turret disch closes manual not under press	1 Nov 77			OK; hydraulic cylinder not powerful enough						
				F/eng oil temp sending unit	21 Oct 77			Bad Connector						
				does not work										

AFTO FORM 383 APR 75 PREVIOUS EDITION WILL BE USED.

1. WORK ORDER NO. 0004										2. R/D 77L 491										3. REGISTRATION NO. 77L 491										4. MGT CODE										5. MILES/HRS.										6. WORK CENTER										7. WORK ORDER STATUS <input type="checkbox"/> INITIAL <input type="checkbox"/> COMPLETE										8. USER PHONE										9. DATE RCD TIME 20 Oct 77									
10. PRI										11. MFG										12. MODEL/TYPE A/S32P-15										13. REPLACEMENT CODE CHANGE <input type="checkbox"/> ONE TIME REPAIR <input type="checkbox"/> AGE <input type="checkbox"/> MILES										14. CERTIFIED BY:										9A. DATE REL TIME																																							
15. USE FOR REPAIR ESTIMATES ONLY										A. MATERIAL COST										B. STANDARD HOURS										C. DIRECT LABOR COST										D. INDIRECT LABOR COST										E. TOTAL COST																																							
16. 17. 18. 19. 20. JOB DESCRIPTION										21. 22. 23. MATERIAL DATA										24. VEH DEADLINED FOR PARTS (VOP)																																																																					
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01	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100				
01	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100				
01	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100				
01	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100				
01	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100				
01	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100				
01	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100				
01	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90														

WORK ORDER <input type="checkbox"/> ACCIDENT REPAIR <input type="checkbox"/> CONTRACT MAINTENANCE <input type="checkbox"/> OTHER GOVERNMENT AGENCY																			
1. WORK ORDER NO. 0005		2. P.D.		3. REGISTRATION NO. 77L 491		4. MGT CODE		5. MILES HRS		6. WORK CENTER		7. WORK ORDER STATUS <input type="checkbox"/> INITIAL <input type="checkbox"/> COMPLETE 14. CERTIFIED BY:		8. USER PHONE		9. DATE RCVD		10. DATE REL	
10. PRI		11. MFG		12. MODEL/TYPE A/S32P-15		13. REPLACEMENT CODE CHANGE <input type="checkbox"/> ONE TIME REPAIR <input type="checkbox"/> AGE <input type="checkbox"/> MILES													
15. USE FOR REPAIR ESTIMATES ONLY										16. MATERIAL COST									
A. MATERIAL COST										B. STANDARD HOURS									
C. DIRECT LABOR COST										D. INDIRECT LABOR COST									
E. TOTAL COST																			

17. SYS O /		18. M /		19. C /		20. JOB DESCRIPTION		21. COMPLETION		22. XXXXXX		23. MATERIAL DATA		24. VEH DEADLINE FOR PARTS (NOP)	
JOB NO.	NO.	D	P	C	E	R	E	G = REPAIR L = ADJUST	R = REPLACE S = SERVICE	21	22	A.	B.	C.	
01								G1 Shorten hose boost heater		21 Oct 77		Insulated the hose			
02								G1 to circ pump		21 Oct 77					
03								G1 Both water pump packing leaks		21 Oct 77					
04								G1 L.S. Booster heater		21 Oct 77					
05								G1 Doesn't run		21 Oct 77					
06								G1 Rear coolant pump		21 Oct 77					
07								G1 Doesn't run		21 Oct 77					
08								G1 Replace foam test tube		27 Oct 77			3/8 nylon tube fitting (replaced)		
09								G1 line		27 Oct 77					
10								G1 Vent tube leak R.H.		27 Oct 77					
								G1 foam valve		26 Oct 77					
								G1 Replace cotter key R.H.		2 Nov 77					
								G1 foam valve cyl mount		4 Nov 77					
								G1 Turret lock safety switch		21 Nov 77					
								G1 rear turret							
								G1 Check connections of wires							
								G1 654, 654A and 681							
								G1 Metal support brackets top end							
								G1 of trans fill tubes							

WORK ORDER									
<input type="checkbox"/> ACCIDENT REPAIR <input type="checkbox"/> CONTRACT MAINTENANCE <input type="checkbox"/> OTHER GOVERNMENT AGENCY									
1. WORK ORDER NO. 0006	2. R/O	3. REGISTRATION NO. 77L 491	4. MGT CODE	5. MILES/HRS.	6. WORK CENTER	7. WORK ORDER STATUS <input type="checkbox"/> INITIAL <input type="checkbox"/> COMPLETE	8. USER PHONE	9. DATE RCD	TIME
10. PRI	11. MFG	12. MODEL/TYPE A/S32P-15	13. REPLACEMENT CODE CHANGE <input type="checkbox"/> ONE TIME REPAIR	<input type="checkbox"/> AGE	<input type="checkbox"/> MILES	14. CERTIFIED BY		9A. DATE REL	TIME
15. USE FOR REPAIR ESTIMATES ONLY				A. MATERIAL COST		B. STANDARD HOURS		C. DIRECT LABOR COST	
16. JOB NO.				17. JOB DESCRIPTION		18. MATERIAL DATA		19. YEH DEADLINE FOR PARTS (VOP)	
17. SYS C D E	18. M C D E	19. R - REPLACE L - ADJUST S - SERVICE	20. Completion FOR HRS	21. Completion FOR HRS	22. PART NO.	23. NOMENCLATURE	24. TEST XXX XXX REPORT	25. ON DATE TIME	26. OFF DATE TIME
01		G1 Lube chassis and "u" joints	1 Nov 77						
02		G1 Both turret discharge valves	26 Oct 77				X		
03		RS won't open hyd							
04		G1 Crash mode engagement	27 Oct 77			Relay	X		
05		RS Have to hold switch							
06		G1 Repair welds both turret	26 Oct 77				X		
07		RS cage mounts							
08		G1 R foam pump packing leak	27 Oct 77			Packing	X		
09		G1 Rear engine shutdown	26 Oct 77						
10		RS Linkage binding							
		G1 Both water pump packing leak	27 Oct 77						
		RS							
		G1 Both turret discharge interrupt	27 Oct 77						
		RS button inoperative							
		G1 Both turrets turn too far -	27 Oct 77						
		RS danger to operators							
		G1 Remount rear turret	27 Oct 77				X		
		RS carriage lock to rear							

WORK ORDER									
<input type="checkbox"/> ACCIDENT REPAIR <input type="checkbox"/> CONTRACT MAINTENANCE <input type="checkbox"/> OTHER GOVERNMENT AGENCY									
1. WORK ORDER NO.	2. R.D.	3. REGISTRATION NO.	4. MGT CODE	5. MILES/HRS.	6. WORK CENTER	7. WORK ORDER STATUS	8. USER PHONE	9. DATE RCVD	TIME
0007		77L 491				<input type="checkbox"/> INITIAL <input type="checkbox"/> COMPLETE			
10. PRI	11. MFG	12. MODEL TYPE	13. REPLACEMENT CODE CHANGE		14. CERTIFIED BY		15. TOTAL COST		
		A/S32P-15	<input type="checkbox"/> ONE TIME REPAIR	<input type="checkbox"/> AGE	<input type="checkbox"/> MILES				
15. USE FOR REPAIR ESTIMATES ONLY									
A. MATERIAL COST									
B. STANDARD HOURS									
C. DIRECT LABOR COST									
D. INDIRECT LABOR COST									
E. TOTAL COST									
16. JOB NO.	17. SYS C O D E	18. M C O D E	19. I M C O D E	20. JOB DESCRIPTION	21. Completion STD HRS	22. MAN NO	23. MATERIAL DATA	24. VEH DECLINED FOR PARTS (VDP)	TOTAL HRS
01				G1 Both trans not shift properly. R - REPLACE S - SERVICE	27 Oct 77				
02				G1 Rear turrett not operating. R - REPLACE S - SERVICE	27 Oct 77				
03				G1 Broken wire R - REPLACE S - SERVICE	31 Oct 77				
04				G1 Adj both generator belts R - REPLACE S - SERVICE	31 Oct 77				
05				G1 Water and foam pump packings R - REPLACE S - SERVICE	31 Oct 77				
06				G1 Water pump packings leak R - REPLACE S - SERVICE	31 Oct 77				
07				G1 Rear turret hydraulic leak, line from manifold to discharge R - REPLACE S - SERVICE	31 Oct 77				
08				G1 Adjust stops on all engine R - REPLACE S - SERVICE	1 Nov 77				
09				G1 Alcohol injectors full of water - fill w/alcohol R - REPLACE S - SERVICE	31 Oct 77				
10				G1 Engine oil press group on (front) R - REPLACE S - SERVICE	21 Nov 77				
				G1 turret panel (reads low) R - REPLACE S - SERVICE	21 Nov 77				
				G1 Oil seal leak, both rear axle, R.S. rear inter R - REPLACE S - SERVICE	8 Nov 77				

VEHICLE AND EQUIPMENT WORK ORDER

AFTO FORM 383
APR 75

PREVIOUS EDITION WILL BE USED.

WORK ORDER									
<input type="checkbox"/> ACCIDENT REPAIR <input type="checkbox"/> CONTRACT MAINTENANCE <input type="checkbox"/> OTHER GOVERNMENT AGENCY									
1. WORK ORDER NO. 0008	2. R/O	3. REGISTRATION NO. 77L 491	4. MAGT CODE	5. MILES-HRS.	6. WORK CENTER	7. WORK ORDER STATUS <input type="checkbox"/> INITIAL <input type="checkbox"/> COMPLETE 14. CERTIFIED BY:	8. USER PHONE	9. DATE RCVD	TIME
10. PRI	11. MFG	12. MODEL/TYPE A/S32P-15	13. REPLACEMENT CODE CHANGE <input type="checkbox"/> ONE TIME REPAIR <input type="checkbox"/> AGI <input type="checkbox"/> MILES		14. CERTIFIED BY:				
15. USE FOR REPAIR ESTIMATES ONLY			A. MATERIAL COST		B. STANDARD HOURS		C. DIRECT LABOR COST		D. INDIRECT LABOR COST
16. 17. 18. 19. 20. JOB DESCRIPTION			21. STD HRS		22. MAN NO		23. MATERIAL DATA		24. VEH DEADLINE FOR PARTS (VOP)
G - REPAIR R - REPLACE L - ADJUST S - SERVICE			21. STD HRS		22. MAN NO		23. MATERIAL DATA		24. VEH DEADLINE FOR PARTS (VOP)
01	GL	Rear Engine Voltmeter	9	Nov 77	OK				
02	GL	Cab Door Right Side	9	Nov 77					
03	GL	Front Engine Oil	9	Nov 77					
04	GL	F/Eng Power Divider	9	Nov 77					
05	GL	Cab Front Engine Oil	9	Nov 77					
06	GL	Press Gauge Not Steady	21	Nov 77	Loose Sender				
07	GL	Front Engine Cab Oil	8	Nov 77	Connector Pin & Socket Adjust Switch				
08	GL	Temp Gauge	9	Nov 77					
09	GL	Rear Power Divider	16	Nov 77					
10	GL	Light	16	Nov 77					
	GL	Replace Elbow Fitting							
	GL	on Expello-Front Air Tank							
	GL	Repair Rear Power							
	GL	Water Leaks into the							
	GL	Foam System							

WORK ORDER									
<input type="checkbox"/> ACCIDENT REPAIR <input type="checkbox"/> CONTRACT MAINTENANCE <input type="checkbox"/> OTHER GOVERNMENT AGENCY									
1. WORK ORDER NO. 0009	2. R/V	3. REGISTRATION NO. 77L 491	4. UNIT CODE	5. MILES/MIL	6. WORK CENTER	7. WORK ORDER STATUS <input type="checkbox"/> INITIAL <input type="checkbox"/> COMPLETE	8. USER PHONE	9. DATE RCVD	TIME
10. PRI	11. AFG	12. MODEL/TYPE A/S32P-15	13. REPLACEMENT CODE CHANGE <input type="checkbox"/> ONE TIME REPAIR <input type="checkbox"/> AGE <input type="checkbox"/> MILES			14. CERTIFIED BY	15. DATE REL		
15. USE FOR REPAIR ESTIMATES ONLY			A. MATERIAL COST		B. DIRECT LABOR COST		C. INDIRECT LABOR COST		E. TOTAL COST
20. REQ DESCRIPTION S - REPLACE C - REPAIR L - ADJUST R - REPAIR S - SERVICE 21. MATTERIAL DATA A. PART NO. B. QUANTITY C. EST COST D. BOM NO. E. QTY F. DATE G. TIME H. TOTAL HRS									
22. 21 NOV 77 23. Repair rear radiator overflow as tube 24. Front axle torque rod anchor as bracket bent 25. Ball studs on both steering as arms broken at base of threads 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40.									

LIMITED TECHNICAL INSPECTION-MOTOR VEHICLE (Bold type entries indicate major assemblies)										1. MANAGEMENT CODE					
2. PSN 4210-01-013-2825				3. VEHICLE REGISTRATION NO. 77L 492				4. MILEAGE/MORPH 216.31							
5. NOMENCLATURE Truck, Crash Fire				6. MANUFACTURER Oshkosh											
7. MODEL A/S32P-15		8. SERIAL NUMBER		9. ACCEPTANCE DATE 28 Oct 77		10. STANDARD PRICE		11. REPLACEMENT CODE							
12. TYPE INSPECTION				<input checked="" type="checkbox"/> ACCEPTANCE <input type="checkbox"/> DISPOSITION				<input type="checkbox"/> ONE TIME REPAIR <input type="checkbox"/> DEPOT REBUILD							
								<input type="checkbox"/> RECEIVING <input type="checkbox"/> SHIPPING							
ITEM	✓ ONE		NO MAN- HOURS LABOR	COST OF PARTS	REMARKS (Indicate item(s) requiring service. If part is replaced because original is missing, show as: Alternator (missing))	ITEM	✓ ONE		NO MAN- HOURS LABOR	COST OF PARTS	REMARKS (Indicate item(s) requiring service. If part is replaced because original is missing, show as: Alternator (missing))				
	REPAIR	REPLACE					REPAIR	REPLACE							
13. FRAME						39. TRANSFER CASE(S)									
14. BODY	X				foam tank fill cover binds	40. POWER divider TAKE-OFF	S		0.5		Low oil front				
15. GLASS						41. STEERING GEARBOX POWER	S		0.5		Low oil front and rear				
16. PAINT						42. SUSPENSION SPRINGS/ SHOCKS									
17. UPHOLSTERY						43. DRIVE LINE U- JOINTS									
18. WIPER MOTOR, ARMS, BLADES						44. AXLES AND HOUSING ASSY									
19. MIRRORS, HORN						45. DIFFEREN- TIAL(S) FINAL DRIVE(S)									
20. LIGHTS	X		1.0		Bal valve compt Frt eng compt	46. TIRES, RIMS, TRACKS									
21. SIREN, BEA- CON RAY, FLOOD LIGHTS						47. BOGIES, TRUNIONS, TORQUE ARMS									
22. GAGES, IN- DICATORS, SENDING UNIT	X				Front eng voltmeter	48. SPROCKETS, ROLLERS, IDLEERS									
23. ENGINE	S		0.5		Front 6 qt oil Rear 2 qt oil	49. AUX ENGINE									
Front hrs 82.7				COMPRESSION TEST N/A				Rear hrs 90.8							
CYLINDERS				1	2	3	4	5	6	7	8	CYLINDERS			
DRY												DRY			
WET												WET			
24. SPEEDOMETER, TACHOMETER, HOURMETER	X				500 RPM diff	50. FIFTH WHEEL									
25. HEATER, AIR COND						51. HYDRAULIC SYSTEM									
26. BATTERY						52. HYDRAULIC CONTROLS									
27. CHARGING SYSTEM						53. TANK AND PIPING									
28. STARTING SYSTEM	X		1.5		Belts Loose both gen	54. LIQUID PUMP									
29. IGNITION SYSTEM						55. HOSE REELS, HOSES, NOZZLES									
30. FUEL SYSTEM						56. AUX GENERATOR									
31. COOLING SYSTEM						57. BOOM ASSY, SHEAVES, CABLES									
32. EXHAUST SYSTEM						58. SAFETY LIMIT DEVICES									
33. EXHAUST EMISSION HOSES, VALVES						59. LANDING GEAR ASSY									
34. SERVICE BRAKES						60. Water pump Packings	X				Leaks				
35. PARK/ SAFETY BRAKES						61. Air tank quick Buildup	X				Crack in drain valve boss				
36. CLUTCH						62.									
37. TRANS- MISSION	X				Converter lock up inoperative	63.									
38. SUBTOTAL					rear oil leak	64. SUBTOTAL									

ITEM	✓ ONE		NO. MAN-HOURS LABOR	COST OF PARTS	REMARKS (Indicate item(s) requiring service. If part is replaced because original is missing, show as: Alternator (missing))	ITEM	✓ ONE		NO. MAN-HOURS LABOR	COST OF PARTS	REMARKS (Indicate item(s) requiring service. If part is replaced because original is missing, show as: Alternator (missing))
	REPAIR	REPLACE					REPAIR	REPLACE			
CRASH FIRE TRUCKS						BASE MAINTENANCE EQUIPMENT					
65. TURRET SYSTEM						88. AGITATOR					
66. COOLANT SYSTEM HAND PUMPS						89. BITS AND AUGERS					
67. BATTERY CHARGER						90. BOILER, BURNER, AND BLOWERS					
68. REF. UNIT/ CO. SYS 0-4						91. CANTILEVER, YOKE ASSY.					
69. FOAM CB SYSTEM						92. CONTROLS AND SWITCHES					
70.						93. CONVEYORS					
FUEL SERVICING UNIT						BASE MAINTENANCE EQUIPMENT					
71. DRAINS						94. DIPPER, CLAM, BACKHOE					
72. FILTERS					PRESSURE DIFFERENCE INLET PSI	95. DRUMS					
73. STATIC GROUND SYSTEM						96. FAIRLEADS					
74. METERS/ PUMPING SYSTEM						97. GANTRY A-FRAME					
75. SEGRE-GATORS						98. HEATERS, FLUES AND STACKS					
76. HOSE REEL ASSEMBLY						99. INTER-COOLERS, AFTER-COOLERS					
77. AIR CYLINDER CONTROLS						100. MOLDBOARD CIRCLE SCARIFIER					
78. MANHOLE COVER AND VENTS						101. SICKLE GUARDS AND PITMAN					
79. VALVES, AUTOMATIC, MANUAL						102. ROTOS AND PADDLES					
80.						103. SPRAY BAR, PIPING CONNECTIONS					
MATERIALS HANDLING EQUIPMENT						BASE MAINTENANCE EQUIPMENT					
81. CABLES, CHAINS, HOSES						104. TOGGLE PLATES					
82. MOTORS, ELECTRIC, AIR HYDRAULIC						105. PRESSURE REGULATORS					
83. CONTROLS						106. APRON, BOWL, TAILGATE					
84. CARRIAGE, FORKS, MAST, CYLINDERS						107. STEERING, BRAKES					
85.						108.					
86.						109.					
87. SUBTOTAL						110.					
REPAIR SUMMARY						BASE MAINTENANCE EQUIPMENT					
COST FACTORS						118. INSTALLATION					
AMOUNT						119. DATE					
112. LABOR	NO. HOURS		HOURLY RATE			120. SIGNATURE AND TITLE OF INSPECTOR					
DIRECT					\$						
INDIRECT					\$						
113. MATERIAL					\$	121. CERTIFICATION					
OTHER					\$	ENTRIES WERE TRUE AND CORRECT AS OF DATE SHOWN AT RIGHT.					
114. TOTAL OF THESE REPAIRS					\$	AS OF DATE					
115. MAXIMUM ONE-TIME REPAIR ALLOWANCE					\$	TYPED NAME, GRADE AND TITLE OF CERTIFYING OFFICER					
116. ESTIMATED ADDITIONAL SERVICE FROM VEHICLE IF REPAIRS ARE ACCOMPLISHED					MILES/MONTHS	SIGNATURE OF CERTIFYING OFFICER					
117. LIST MOD/TCTO'S NOT ACCOMPLISHED (Give authorization)						122. REMARKS					

WORK ORDER <input type="checkbox"/> ACCIDENT REPAIR <input type="checkbox"/> CONTRACT MAINTENANCE <input type="checkbox"/> OTHER GOVERNMENT AGENCY																			
1. WORK ORDER NO. 0001		2. R/O		3. REGISTRATION NO. 77L 492		4. MGT CODE		5. MILES/HRS.		6. WORK CENTER		7. WORK ORDER STATUS <input type="checkbox"/> INITIAL <input type="checkbox"/> COMPLETE		8. USER PHONE		9. DATE RCVD		TIME	
10. PRI		11. MFG		12. MODEL/TYPE A/S32P-15		13. REPLACEMENT CODE CHANGE <input type="checkbox"/> ONE TIME REPAIR <input type="checkbox"/> AGE <input type="checkbox"/> MILES		14. CERTIFIED BY:		15. DATE REL		16. TIME							
15. USE FOR REPAIR ESTIMATES ONLY										16. TOTAL COST									
A. MATERIAL COST										B. STANDARD HOURS									
C. DIRECT LABOR COST										D. INDIRECT LABOR COST									
E. TOTAL COST																			

17. SYS		18. M		19. JOB DESCRIPTION		20. STD HRS		21. MAN NO.		22. PART NO.		23. NOMECLATURE		24. TEST REPORT		25. YEH DEADLINE FOR PARTS (NVP)		26. TOTAL HRS	
NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.
01	GL	Wire #7/11 cut at rear engine	Deleted																
02	GL	One Decontrol knob missing	3 Nov 77																
03	GL	Rear engine oil fan felts loose	31 Oct 77																
04	RS	Install metal brackets on both transmission fill tubes	21 Nov 77																
05	GL	Secure drain handles in balance valve compt	31 Oct 77																
06	GL	Secure compt light in balance valve compt	3 Nov 77																
07	GL	Adjust generator belts	31 Oct 77																
08	GL																		
09	GL																		
10	GL																		

WORK ORDER										<input type="checkbox"/> ACCIDENT REPAIR <input type="checkbox"/> CONTRACT MAINTENANCE <input type="checkbox"/> OTHER GOVERNMENT AGENCY		
1. WORK ORDER NO.	2. R/D	3. REGISTRATION NO.	4. MGT CODE	5. MILES/HRS.	6. WORK CENTER	7. WORK ORDER STATUS <input type="checkbox"/> INITIAL <input type="checkbox"/> COMPLETE	8. USER PHONE	9. DATE RC'D	TIME			
10. PRI	11. MFG	12. MODEL/TYPE	13. REPLACEMENT CODE CHANGE <input type="checkbox"/> ONE TIME REPAIR	AGE	MILES	14. CERTIFIED BY:	9A. DATE REL. TIME					
15. USE FOR REPAIR ESTIMATES ONLY										16. TOTAL COST		
A. MATERIAL COST										C. DIRECT LABOR COST		
B. STANDARD HOURS										D. INDIRECT LABOR COST		
20. JOB DESCRIPTION										23. MATERIAL DATA		
17. SYS	18. O / C	19. M	G = REPAIR L = ADJUST	R = REPLACE S = SERVICE	21. STD HRS	22. MAN NO.	23. PART NO.	24. NOMENCLATURE	25. TEST REPORT	26. ON DATE TIME	27. OFF DATE TIME	28. TOTAL HRS
01			g1 Front Gen voltmeter inoperative		OK	2 Nov 77	Generator					
02			g1 Both turrets rotate too far		4 Nov 77							
03			g1 Check turret Hydraulic pressure		31 Oct 77							
04			g1 Front 520 PSI - Rear 520 PSI									
05			g1 Reinstall foam tank shutoff									
06			g1 valve handle									
07			g1 Alcohol injectors full of water		31 Oct 77							
08			g1 sfill with alcohol									
09			g1 Adjust turret lock bracket switch		31 Oct 77							
10			g1 Front turret									
			g1 Front turret foam switch label									
			g1 Plate missing									
			g1									
			RS									
			GL									
			RS									
			GL									
			RS									
			GL									
			RS									

AFMO 383 FORM 75 PREVIOUS EDITION WILL BE USED. VEHICLE AND EQUIPMENT WORK ORDER

